FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX" Reg'd - and be safe

THE SPHERE, SEPTEMBER 10, 1949
With which is incorporated "BLACK & WHITE" 2/-

The SPHERE

WITH WHICH IS INCORPORATED THE GRAPHIC

Vol. CXCVIII, No. 2588
SEPTEMBER 10, 1949

McVITIE & PRICE
Biscuits of Highest Quality
EDINBURGH • LONDON • MANCHESTER

KING SIX CIGARS
1/7 *each*
The quantity available for distribution is still, unfortunately, insufficient to meet demands.
MADE BY J. R. FREEMAN & SON, LTD.
MAKERS OF FINE CIGARS SINCE 1839.

TRADE MARK
YOUR GOOD TASTE TELLS YOU
Bass

PADDY
OLD IRISH WHISKY
London Agents
Coverdale & Co. Ltd., London House, 3 New London St., London, E.C.3.

THE ARISTOCRAT OF LIQUEURS
Drambuie
THE DRAMBUIE LIQUEUR CO., LTD., 12, YORK PLACE, EDINBURGH
Limited supplies are distributed as fairly as possible.

STOP THAT COLD WITH VAPEX INHALANT
Use the Handy Vapex Inhaler 1/3
THOMAS KERFOOT & CO. LTD.
Breathe the pleasant, fragrant vapour from your handkerchief
Of Chemists 2/6
V244

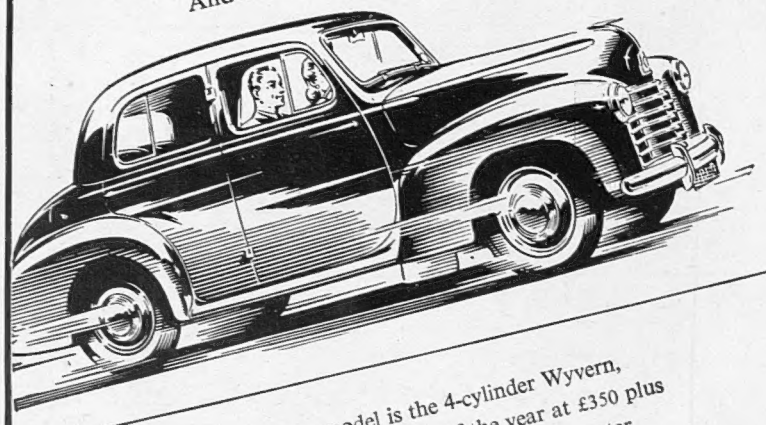
Craven 'A'
Rich, fine tobacco and—the cork-tip for cleaner smoking

Choose the Royal Exchange Assurance for all your insurances
Head Office at the Royal Exchange, London.

on top... in top

On top in traffic. On top on the hills. This lively 6-cylinder Vauxhall Velox performs smoothly and silently on top gear from little more than walking pace to a clear 75 m.p.h. on the open road. It will cruise without effort at sixty, take hills without a change, even when baulked by the car in front. And with normal driving will average 25-28 m.p.g.

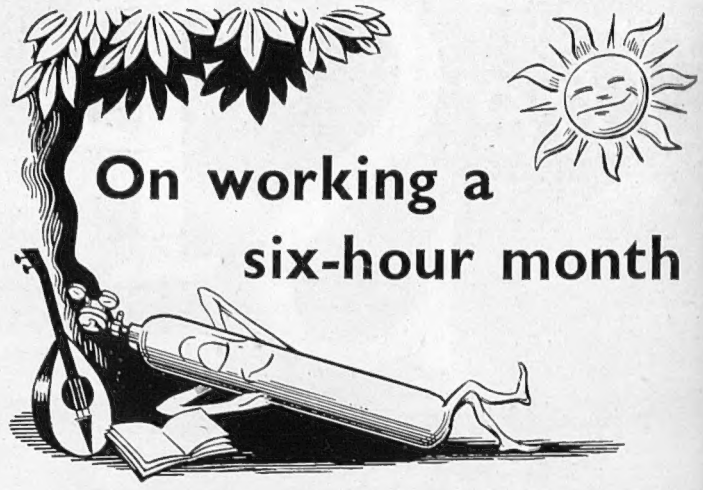
Price £430 plus £120.3.11 P.T.



Companion model is the 4-cylinder Wyvern, the value-for-money car of the year at £350 plus £97.19.5 P.T. Like the Velox, a four- seater of modern design.

VAUXHALL

VAUXHALL MOTORS LTD · LUTON · BEDS



On working a six-hour month

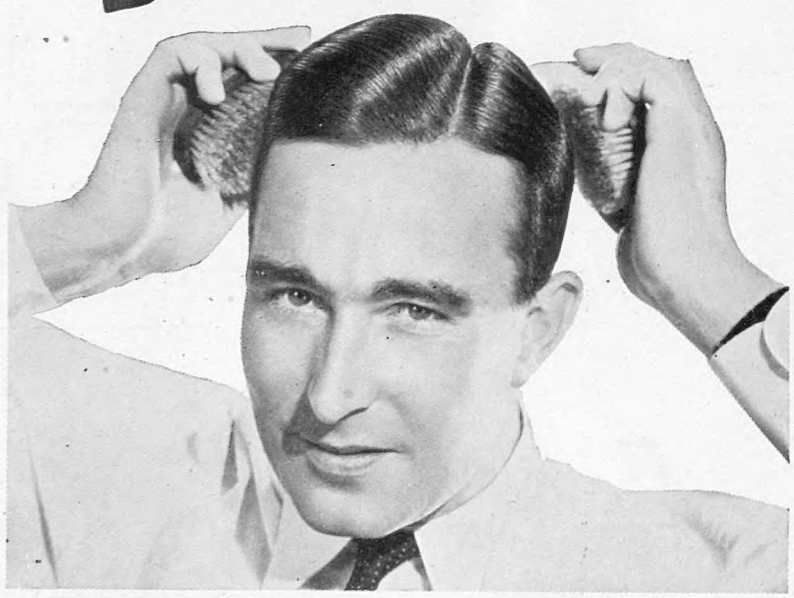
Modern methods sometimes make almost incredible savings in production time and cost. An example: a well-known firm wished to cut a block of steel 51 inches thick to an intricate pattern. Estimated time for machining was 300 hours—more than a normal working month! By a BOC process—Heavy Cutting—the job took only six hours. One more instance which underlines the extreme importance of BOC processes in industry today.

The British Oxygen Co Ltd

London and Branches

DRY HAIR? NO FEAR WITH

BRYLCREEM



When you brush your hair after using Brylcreem, you notice that it is soft as well as glossy—in perfect position yet without trace of gumminess. There's nothing like Brylcreem for giving that well-groomed look sought after by all smart men. And Brylcreem does it the healthy way. Its pure mineral oils tone up the scalp and help promote luxuriant hair growth. There's no fear of Dry Hair and Dandruff when you . . .

BRYLCREEM your hair

County Perfumery Co., Ltd., Honeypot Lane, Stanmore, Middx. *royds 42/21*

martell makes friends

MARTELL *Cognac*

THE BRANDY FOR EVERY HOME

THREE STAR CORDON BLEU

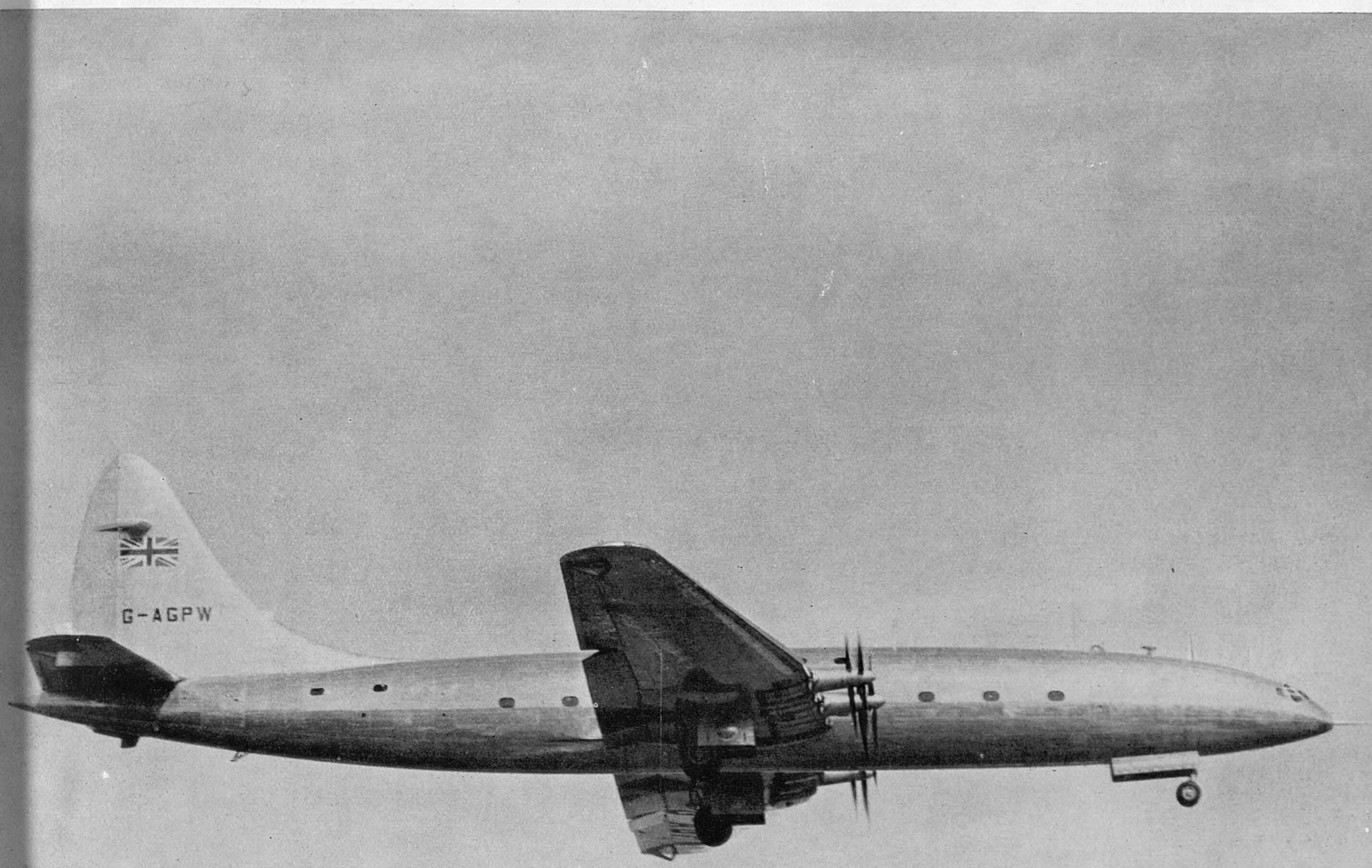
Volume CXCVIII No. 2588

The SPHERE, London, September 10, 1949

The SPHERE

WITH WHICH IS INCORPORATED "THE GRAPHIC"

THE EMPIRE'S ILLUSTRATED WEEKLY



A NEW SILHOUETTE IN THE SKIES—THE 130-TON AIR LINER, BRABAZON I, FLYING OVER THE WEST COUNTRY LAST WEEK-END, WHEN SHE TOOK OFF FOR THE FIRST TIME FROM FILTON AERODROME: The flight was a surprise, as it was thought that the great aircraft would first undergo extensive taxi-ing tests. Throughout a twenty-seven-minute cruise, the Brabazon behaved smoothly. At the power-operated controls was Mr. A. J. Pegg, the Bristol Aeroplane Company's chief test pilot

Last Saturday, the Brabazon I, the *Queen Mary* of the skies, moved under her own power for the first time. On Sunday, in the presence of a vast crowd which turned up at Filton to see further taxi-ing tests, Mr. A. J. Pegg, the Bristol Aeroplane Company's chief test pilot, took the Brabazon into the air and cruised over Bristol, Avonmouth and the Gloucestershire countryside. When the Brabazon rose from the runway, the crowd at Filton gave her a big cheer, which could be heard even above the roar of the 20,000-h.p. engines, and on her return Mr. Pegg, his assistant pilot, and the eight technicians on board, were showered with congratulations. From Mr. Strauss, Minister of Supply, came the message: "This is a proud day for British civil aviation; it confirms our faith in this great enterprise, and is an inspiration to us all. The successful first flight foreshadows the time when Britain's civil aircraft will lead the world. Good luck, Brabazon, bravo Bristol." Now on the stocks at Filton is the second prototype, the Brabazon II, which will have eight paired Bristol Proteus engines, airscrew turbines, and will have a cruising speed of 350 m.p.h., 100 m.p.h. more than Brabazon I. Brabazon I will be used solely as a test machine, and it will be some years yet before a fleet of Brabazons can be employed on the Transatlantic route. (Further pictures of the Brabazon I will be found on pages 364-65 of this issue)

Postage—Inland, 2d.; Canada, with Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Tito and the Powers.—

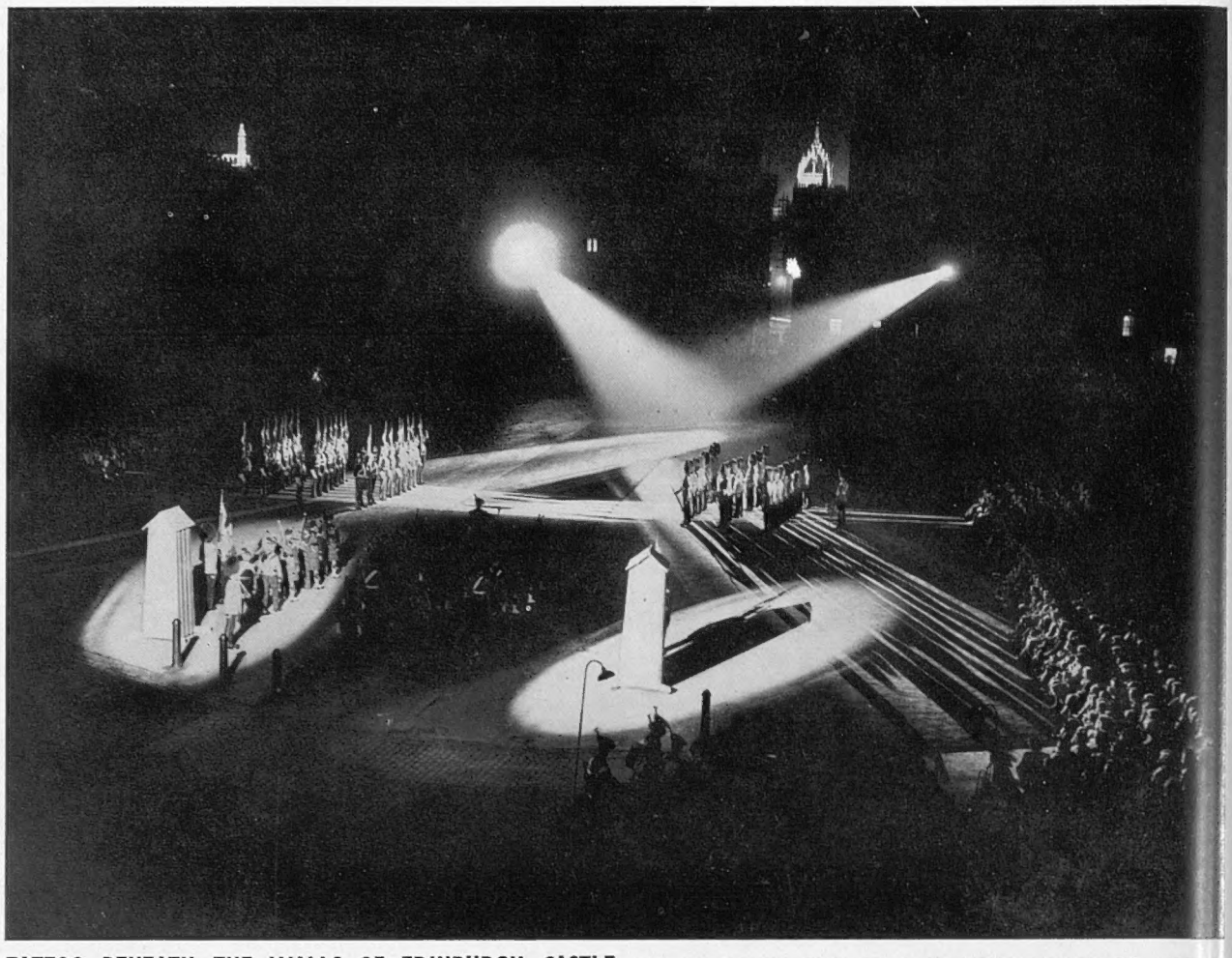
Some days ago Mr. McNeil declared that everyone taking part in the campaign against Tito was "playing with international dynamite." The phrase "playing with dynamite" has never had but one international meaning: it implies bringing nearer the danger of a war between two or more countries. There is truth in what he said, if regarded as a generality. It is indeed a commonplace, hardly worth a pronouncement. What Mr. McNeil had in mind was not so clear on the day he spoke, as it is now. It now appears that America, France and Britain are considering a declaration to Russia that they would regard Soviet action against Yugoslavia as a threat to world peace, and that if after receipt of that declaration the Soviet attacked Yugoslavia, the Western Powers would ". . . bring the matter before the United Nations"! Stalin, it is to be feared, might well regard such a threat as not very formidable. Rather like a small but outraged husband shaking his fist at a large Lothario and threatening him with: "If you run away with my wife, I'll . . . I'll write to *The Times* about it." Small nations before now have been promised protection and aid by Western Powers against tyrants and aggressors and have not always found those promises much better than scraps of paper—Poland, for example, or Czechoslovakia. The League of Nations, lacking sanctions, was not very effective; the United Nations, without sanctions or unanimity, and with vetoes, is not much better. Words, mere words, may break no bones, but neither do they mend or protect brittle china, and it is possible that pro-Titos may be playing with dynamite no less than anti-Titos.

A Late Repentance?—

When a bankrupt is called before the Official Receiver, or his creditors, he does well to wear a look of repentance and not to flash diamond rings or display an opulent fur coat. The creditors will be the more inclined to put faith in his repentance and promises of amendment, and accordingly to relent a little. Our Washington pair perhaps accepted this sound advice. For, suddenly and unseasonably, the word has once more gone forth to the Ministries to achieve a little cheeseparing. Mr. Attlee may have agreed to help our couple to arrive with cleaner hands and consciences than seemed likely a few days ago. But whether it will prove a gesture (or token) cheeseparing or a section-lopping, we do not know. We do know that the Standing Committee on excessive expenditure issues its little reports on outrageous waste and that usually such reports are put in the appropriate place, the waste-paper basket. We do know that for a nation in our circumstances, the waste on unessentials and duplications and redundancies is worse than criminal, worse than insane, and that it is as rampant in local government as it is in Whitehall.

Squandermaniacs.—

Of course, every Ministry which receives the Treasury's call to economise, has a perfect answer, a *non possumus*. It is down to danger-point, it has cut costs to the bone. And yet you and I believe there is still something to be done—a Pest Officer here (with high-powered car) who calls to count squirrel-tails, a Nosy-Parker who drops in to ask why there is a tree-trunk lying beside the road—and who cut it; a few dozen reduplicated circulars or advertisements advising us how to make appetising soups out of turnips; the postponement of another wing of offices for the still new and enormous County Hall of our local Council—gestures, no doubt, cuts too small to be worth while, in the mind of the official drunk with pride in administration, the glory of our land. Even now the quarterly spate of stationery is about to drown me again, contained in seven large envelopes; the Chief Constable's reports, confidential and otherwise, the beautifully printed sheets of agenda and of business done by the sub-committee to whom our enormous committee delegated by a show of hands decisions on thirty-seven items in an earlier agenda, none of which concerned us in any way. Yes, there are still a few shillings to be retrenched here and there, but they will not be retrenched until the sheer joy of spending other people's money, is damned in Whitehall. And that is not likely to-day or to-morrow.



TATTOO BENEATH THE WALLS OF EDINBURGH CASTLE—THE SPOTLIGHTS FALL ON A MILITARY DISPLAY BY SCOTTISH COMMAND: This was one of the Army's contributions to the third Edinburgh Festival of Music and Drama which has just concluded in the northern capital. Men of the 9th Lancers, the Scots Guards, and the Royal Scots took part, together with mounted troops of the Household Cavalry. In the distance is the illuminated tower of St. Giles' Cathedral. Further pictures from the Festival City will be found on the next page and on page 380 of this issue

"Divine Right of Politicians."—

Sir Thomas Beecham's remark that a "divine right of politicians" has taken the place of a "divine right of kings" certainly found an echo in my heart, although the theory of infallibility among M.P.s however young and inexperienced is more modern than his phrase suggests. Whether or no politics is a higher profession, it would certainly be well for the country if it *were* so regarded and if those who put up for Parliament must first pass a stiff examination, as lawyers and accountants must do, and thereafter spend a few years of comparative silence and humility learning the ropes before they begin to make pronouncements or issue warnings on a score of subjects of which they know nothing but headlines. A boy can, or could a few years ago, go straight from school to a half-commission job on the Stock Exchange and freely invest his friends' and relatives' money in the light of his "wisdom" acquired by Stock Exchange gossip and rumour, and a young solicitor, bringing his carpet bag from London, if he secure election for a rural constituency, not only can but does (with a sense that it is his right and duty) tell the farmers how to farm and raise stock. I believe it was not always so. Mr. Gladstone was verbose, but he was comparatively humble in the First Reform Parliament. The tendency among Verdant Greens, M.P., to make pontifications certainly began before the present Parliament, but it has reached its high-water mark since 1945. With what results, we can assess ruefully for ourselves. Strachey and his bulk-buying and his groundnuts. Dalton and his financial policy of salvation. One can multiply instances of the arrogance of ignorance which is only dangerous perhaps when the Greenhorns have the power of decision and action superimposed on a penchant for preaching and teaching. There is nothing in the world so difficult as the job of governing in the complexities of modern States. Even accountancy and the law—complex as they are to-day—are child's play to politics, and yet in no profession is arrogance so rife and consequently incompetence so widespread.

Town and Country Planning.—

One may wonder if we are very much safer from nightmare 'tween-wars development such as "created" Peacehaven and the horrors of the shack belt which stretches from the Essex to the Dorset sea-coast. The Town and Country Planners and the responsible Ministers were to end all that with orderly, sane development proposals made in consultation with people whose taste and sense of fitness or knowledge of rural needs would be valuable and vital, and of course with Local Authorities. It does not seem to work out that way. Open spaces of the Green Belt on the North Downs—whose integrity was pledged—are by the decision of two Ministers, against the protests of Surrey County Council, to be snatched for housing estates, and in the Clyde Valley an elaborate scheme of nightmare development is proudly exhibited in a costly report which has taken years to prepare—nothing less than a joy-town over against Loch Lomond, a Blackpool of the North. True, it provides paper safeguards for certain famous beauty spots, but what are pledges and safeguards to certain Ministers? And what does Glasgow want with a Blackpool? In that great city and its environs there are all the restaurants and cinemas and sideshows it needs. If any citizen should be proud of and thankful for the incomparable natural beauties in which his city is set, it is the man of Glasgow. The basest citizen must feel that the natural beauties of his countryside are the best source of inspiration, change and recreation he needs when he leaves his teeming, noisy city, and that restaurants, joy-wheels, paddle-pools and fun-fairs are wens on the face of nature in a land of incomparable beauty of which for centuries his forbears have been proud.

A Grouse Drive Again.—

It was exactly nine years since I last established myself in my allotted butt, arranged my gun and cartridges, and sat down to contemplate the scene and employ with reflection the long wait before the "trouble begins." Ten years is a long time to a man of late middle age, and it was no pessimism to anticipate a dimmer eye, a hand less quick, a foot less agile and, worse still, perhaps, a dilution of that matchless thrill which (absurdly) grips the heart when the little line of tiny black dots rises over the horizon and the dots increase from the size of bees to the size of starlings, making *our* way. What comfort, what stimulus, what increase in morale, to find the eye is still keen, the technique not lost, and the thrill as keen as forty years ago. A dreadful confession, damnable in the eyes of the anti-blood sportsmen. The grouse are coming back. If the shooting of them were prohibited, what would be their fate? They would die less mercifully and as surely from disease bred of overcrowding and fouling of the ground, from the vermin of which they are the natural prey, from rank heather and invading swamp. And since they are excellent food, and dollar-winners too, they deserve to be killed, and killed in the most effective way, which happens to be the most exciting form of sport. In a grouse drive, a bird is usually clean-killed or clean-missed. Walking-up, many a bird flutters before it is despatched. And driving is certainly more effective for killing off the old birds first. Of the 150 birds killed on this, to me, memorable day, nearly ninety were old birds, and the coveys averaged better than six.

THE OLD STAGER

"THE SPHERE" CHRISTMAS NUMBER

THE SPHERE CHRISTMAS NUMBER—the first since the war—will be published on November 17. It contains a number of fine reproductions in colour, the work of old masters and of leading present-day painters and illustrators. Special sections are devoted to flower paintings and to a selection of pictures from the new National Gallery of Sports and Pastimes at Hutchinson House. In the centre of the magazine is a reproduction of one of Pieter Bruegel's most celebrated pictures—"The Netherlands Proverbs." Stories and articles are contributed by Stella Gibbons and John Gore. Two stories by celebrated Victorian writers have been revived—*The Holly Tree*, by Charles Dickens, and *Angels' Music*, by Mrs. Henry Wood; and there is an illustrated section of the delightful amateur theatrical episode in Jane Austen's *Mansfield Park*.

Copies of THE SPHERE CHRISTMAS NUMBER *can be ordered through any railway bookstall or newsagent or from The Publisher,* THE SPHERE, *Commonwealth House, 1, New Oxford Street, W.C.1, price 3s. By post, 3s. 3d., anywhere.*

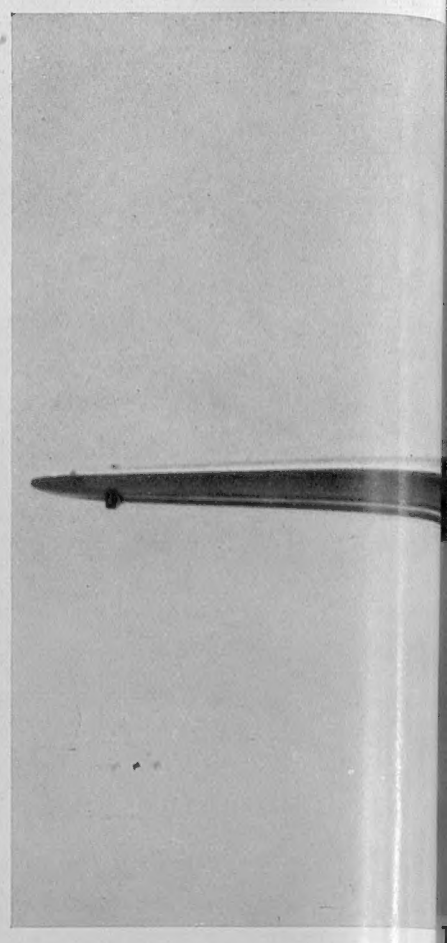
THE QUEEN AND PRINCESS MARGARET IN EDINBURGH

The Royal Visit to the International Festival of Drama and Music

PRINCESS MARGARET GOES TO THE BALLET: Her Royal Highness arriving at the Empire. Throughout last week the Queen and the Princess fulfilled an arduous programme while in the Festival city. They returned to Aberdeen by air

THE QUEEN AND PRINCESS MARGARET ARRIVE AT EDINBURGH'S EMPIRE THEATRE: Sir Andrew Murray, the Lord Provost, is seen (right) as he greeted the Royal visitors, who attended a performance by Les Ballets de Champs Elysées. Among those presented to the Queen by the Lord Provost were (left to right) Mr. James Hill, manager of the Empire; Mr. Richard Reed, of Moss Empires; Mr. John Reid, Administrative Director of the Festival; Mr. Rudolf Bing, Artistic Director of the Festival; M. Phillippe Monod, the French Consul-General; and Councillor P. Earsman, a member of the Festival Executive. The Queen and Princess Margaret, who took up residence at Holyroodhouse during the middle week of the Festival, drove by car from Balmoral

THE ROYAL VISITORS START THEIR FESTIVAL PROGRAMME: *Left*—The Queen in the foyer of the Empire Theatre with Lord Provost Sir Andrew Murray. *Right*—Standing in the auditorium during the playing of the National Anthem. The Ballets des Champs Elysées presented two ballets new to this country. The more popular of the two was "La Rencontre," which the company produced in Paris last winter with decor and costumes by Christian Berard



BRABAZON I MAKES HER FIRST APPEARANCE ON THE FILTON RUNWAY, WHICH WAS LENGTHENED SPECIALLY TO TAKE HER VAST BULK : The 20,000-h.p. engines of the 130-ton machine tuning up last Saturday before the first taxi-ing tests. On Sunday, to everyone's surprise, the Brabazon made a trial flight of twenty-seven minutes, acquitting herself admirably. The trials will now be extended

TEST PILOT PEGG LOOKS FROM THE COCKPIT OF THE BRABAZON : When the Brabazon landed officials of the firm, visitors and members of the ground-staff hurried forward to greet Mr. Pegg and his crew of nine. One of the first to congratulate them was Lord Brabazon of Tara, chairman of the Government committee which in 1942 recommended construction of the plane. Lord Brabazon said afterwards: "Never have I seen a smoother take-off or landing. It was perfect. It really might have been a machine that had been on scheduled runs for a year." Mr. Pegg stated: "Everything went as well as we had hoped. In fact, it was a very comfortable ride. Nothing unexpected happened." Asked when he made the decision to take the Brabazon up without having done any "hops," the test pilot replied: "When I was taxi-ing down to the west end of the runway"

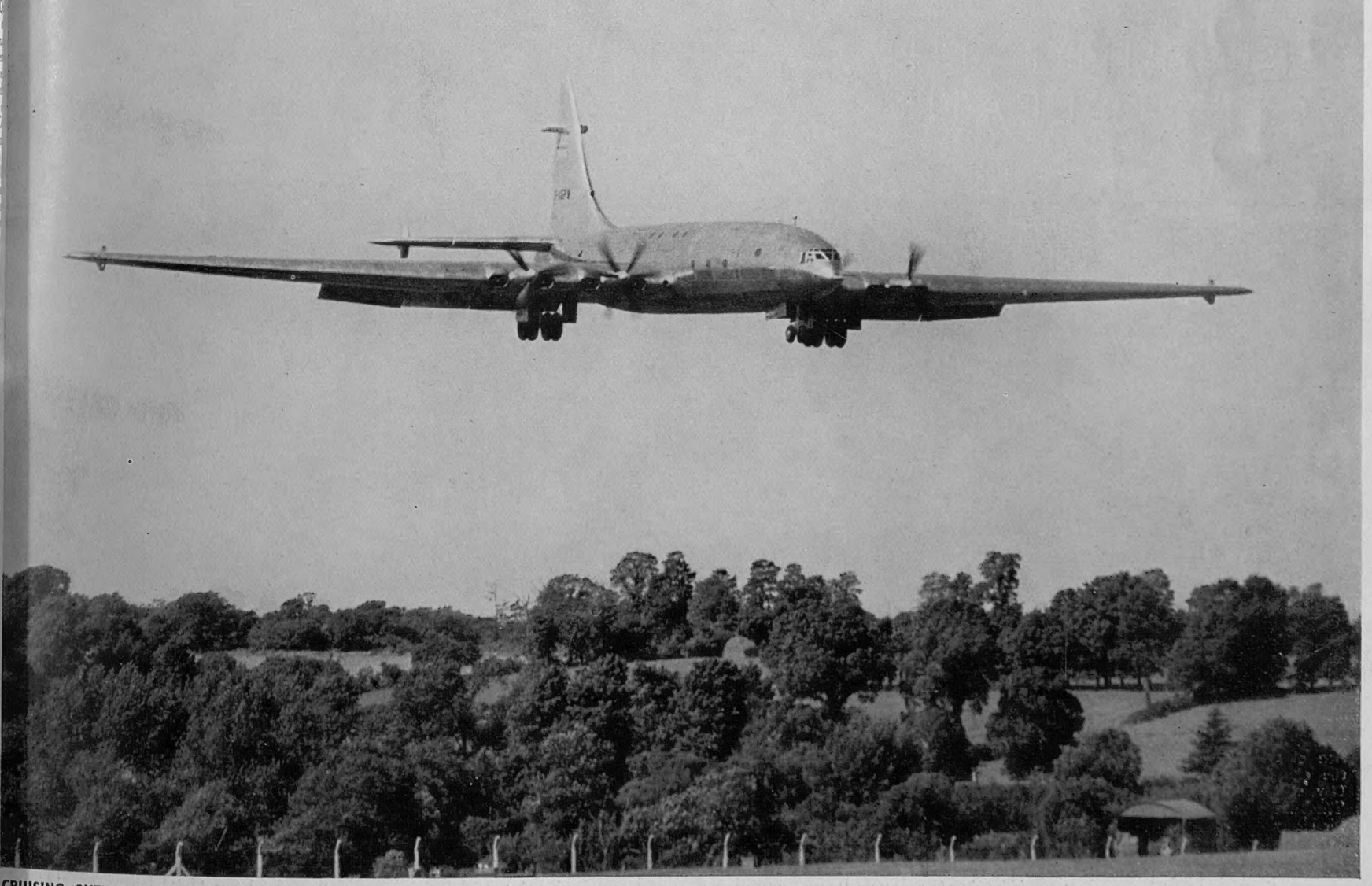
THE MAIDEN FLIGHT OF BRABAZON II

Britain's Giant Air-liner Makes a Rather Unexpected Take-off at Filton

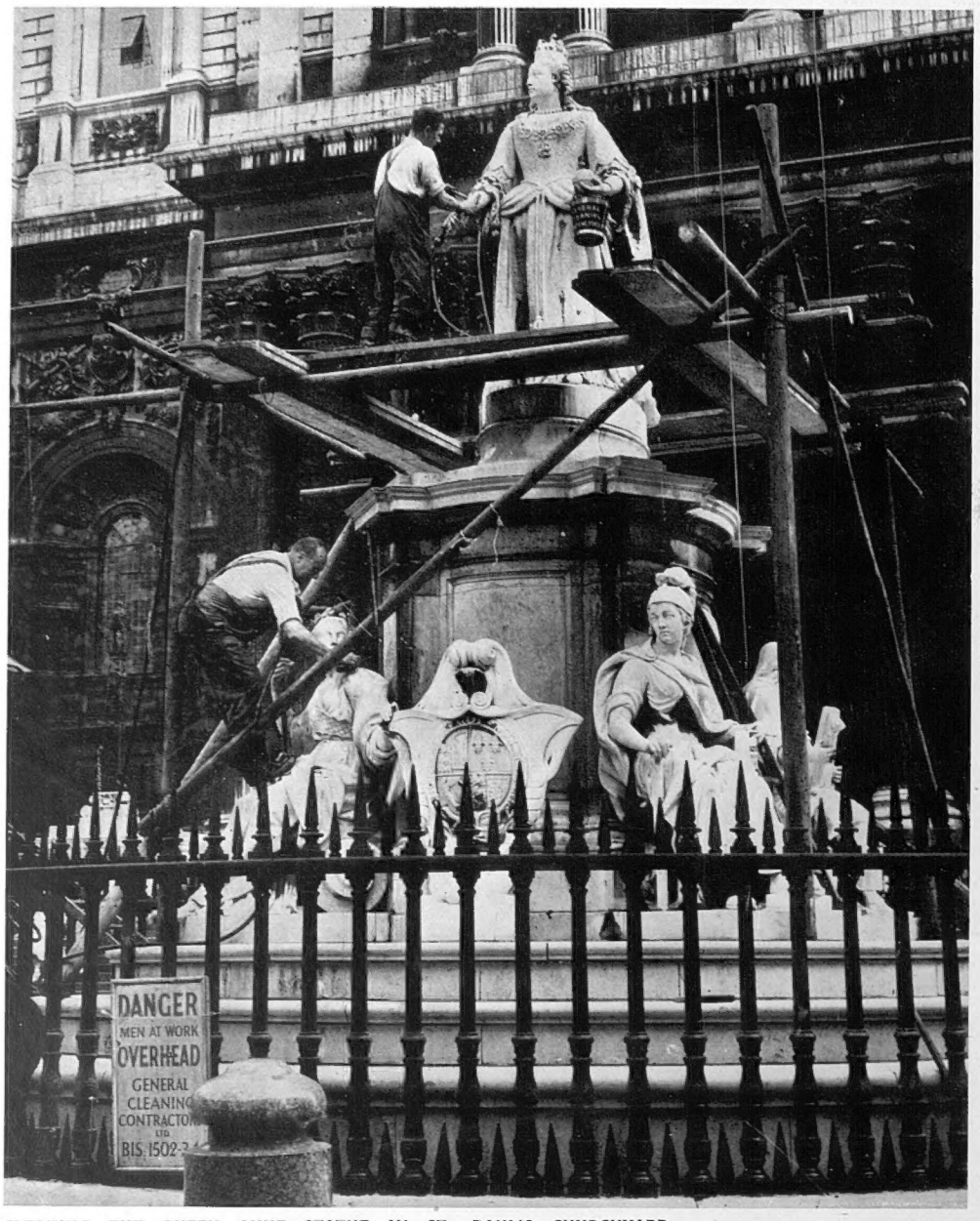
Normal teething troubles which beset all original and bold designs have met with in the Brabazon, for no one in Britain has as yet bu air-liner or bomber approaching the dimensions and weight of "The Mary of the Skies." The first Brabazon, which has been brought out Filton hangar and has made its maiden flight, will not fly at more than 250 m but succeeding models, using prop jet engines, will have cruising spee 350 m.p.h., and, with a range of 5,500 miles, would fly non-stop abov weather from London to New York. Cutting out stops at Newfound and Shannon, the Brabazon will have a marked superiority over most transatlantic aircraft, and when the full Brabazon and de Havilland programmes are in operation, Britain should seize and hold the Blue Ribb the Atlantic. Meanwhile, the Stratocruiser dominates the situation on all-important route. For taxi-ing and flight tests of the Brabazon, instrument dials and oscillographs have been installed in the machine, t up half the fuselage. To save time in checking performance, all instru readings will be recorded photographically or plotted automatically for a in the flight research laboratory. So that each group of dials shall give cor data without the need for cross-reference, the instrument dials are group twelve panels. For the photographic recording of readings two types of c are being employed. For those panels where readings will remain approxi constant during one condition of flight, the periods between photograph vary between 10 minutes and 2 seconds. For this purpose, a negative by 5 ins., large enough for 170 dials, is used. Where the rate of change reading will be higher, photographs may be taken at as high a rate as four a

RISING ABOVE FILTON AERODROME : The Brabazon I as she took off. Construction of the runway at Filton involved the demolition of the village of Charlton, and cost £2,5 of the £12,000,000 expenditure on the Brabazon project and allied requirements, such as the Assembly Hall. This picture gives a detailed view of the massive fin and

THE "BRAB" COMES IN TO LAND—THE GREAT AIR-LINER WITH FLAPS DOWN, ABOUT TO MAKE HER CRUCIAL FIRST LANDING ON THE RUNWAY AT FILTON, AFTER A MAIDEN CRUISE OF TWENTY-SEVEN MINUTES: She had an approach speed of 100 knots, and the aircraft touched down at 80 knots (92 m.p.h.). The Brabazon I carried 4,000 gallons of fuel on this first flight, and took off at a weight of 210,000 lb. Both on take-off and landing a small portion only of the runway was needed



CRUISING OVER THE GLOUCESTERSHIRE COUNTRYSIDE—AN ANGLED VIEW OF THE BRABAZON I SHOWING HER GRACEFUL SILHOUETTE: She is 177 ft. in length, and has a wing-span of 230 ft. The fin is 50 ft. in height, and 30,000 sq. ft. of metal skin were necessary to cover the fuselage and wings. There are 1,500,000 rivets in the Brabazon, and the electrical system has 150 miles of wiring. The range of the aircraft is 5,500 miles in still air—sufficient for non-stop flights between London and New York



CLEANING THE QUEEN ANNE STATUE IN ST. PAUL'S CHURCHYARD: Workmen engaged on renovating the statue of the Queen who loved St. Paul's. The statue was erected in 1713. The Queen attended no fewer than seven public thanksgivings at the Cathedral

SCRUBBING AWAY THE GRIME FROM QUEEN ANNE'S THROAT: One of the many workmen now engaged on cleaning London's buildings and monuments, renovating the Queen's statue at St. Paul's

During the past months London's buildings and monuments have been undergoing their first real cleaning for many years. The renovation process has not been for the sole purpose of appearance, its most important object being to clear away the decay which has accumulated during the war years. Visitors to the City have become more than ever familiar with the sight of men working in cradles high above the streets as they have been scraping the dirt from walls with steam, water and brushes. Some of the men engaged on refurbishing statues, which have now made their reappearance from brick-encased shelters, have been busy at the western end of St. Paul's Cathedral cleaning the statue of Queen Anne. The statue stands on the site of the old church of St. Gregory.

SCRUBBING THE CITY CLEAN

Queen Anne's Statue and the "Griffin" Undergo Renovation

WORKMEN ON THE TEMPLE BAR MONUMENT SWARMING OVER THE "GRIFFIN" WITH BRUSHES AND RAGS: Renovators at the junction of Fleet Street and the Strand cleaning the memorial to the old Temple Bar which was removed from its site in the City of London in 1878. Temple Bar now stands on an estate at Theobald's Park, near Waltham Cross, to which place it was removed by Sir Henry Bruce Meux. Attempts have been made to restore it to the City, possibly at the entrance to Middle Temple Lane. Temple Bar monument, surmounted with a griffin, from which it takes its popular name, was erected at a cost of over £10,000. It was unveiled sixty-nine years ago last Thursday. The monument was designed by C. B. Birch. It is the scene of a civic ceremony every time the King enters the City on State occasions. It is at this point that the Lord Mayor surrenders the City Sword

SEEN BY ALL WHO ENTER THE CITY OF LONDON FROM THE STRAND—THE "GRIFFIN" UNDERGOING A CLEANING PROCESS: The Temple Bar monument depicts on one of its panels Queen Victoria going to the Guildhall on the first Lord Mayor's day of her reign. The opposite panel portrays her going to the thanksgiving service after the Prince of Wales's recovery

A NATIONALIST ARTILLERY CONCENTRATION OF 25-POUNDERS HAMMERS AT THE COMMUNIST POSITIONS : The artillery were supporting the 8th and 9th Divisions of the Greek Regular Army which, after winning the battle of Vitsi, proceeded to prise the Communists from their last strongholds—boasted to be impregnable—in the Grammos range

THE BATTLE ON THE ALBANIAN BORDER

A Triumph for the Greek Nationalists

The civil war in Greece took a surprisingly swift turn in August, and by the beginning of September, after a series of swift successes, the Nationalists had advanced to the Albanian frontier. British and American military observers have been impressed by the success of the Greek Army, especially of its 9th Division, in occupying a precipitous area which at one time the Communists had sealed off so successfully that it seemed they had almost created a separate State. The Greek Nationalists, it appears, have been most punctilious of recent weeks in avoiding any Albanian frontier violations

WATCHING THE FIGHTING FROM A FORWARD OBSERVATION POST IN THE MOUNT GRAMMOS AREA : On the mountainside in the background Communist forces were making a last stand before retreating across the borderland into Albania. They were uprooted with well-placed mortar fire and by a series of aerial attacks in support of the infantry

A GREEK GUERILLA GIRL : This Communist supporter was captured by the advancing Nationalists. She was suffering from a severe foot wound and had been abandoned by her retreating comrades

MONT BLANC WINS AND LOSES

The Tragic Fate of Foolhardy Climbers; The Great Tunnel Plan

By FERDINAND TUOHY

As rewarding a walk as I know in the French Alps mounts from Argentière to Brevent-La Plaz, each in the Chamonix Valley. The pathway, now smooth, now stony, now goat-like in its craggy steepness, rises gradually from 4,000 to over 6,000 ft. along a distance of six miles, and Mont Blanc is just across the valley all the time.

Forward rises the towering white mass, and on a favourable day you cannot help keeping it in constant view in its varied manifestations. It is as if you are walking along a raised gallery towards the peak which is just over there, forward, on your left. It fills the eye at all times, except when one is closed in by trees or having to hop from stone to stone with utmost care.

Early this July, Mont Blanc filled also one's thoughts rather more than usual. Instructors at the Alpine School at Chamonix foretold a "*mauvais saison pour touristes-grimpeurs*" (a bad season for amateur climbers), and I found myself frequently gazing across the valley, on that walk from Argentière to Brevent, wondering where and how the impending tragedies would occur.

Well, now we know. Up to this writing there have been forty deaths on Mont Blanc alone (including the Italian side, of course). And the season has three weeks to run. Most of the accidents befell parties without guides; the majority are thought to have been killed by falling on the rocks or ice; several fell into crevasses. There were ten avalanche victims, while storms claimed seven or eight. At least a quarter of the victims had been climbing alone or with one companion.

Forty deaths are a mere bagatelle in holiday fatalities across Europe, yet there is something special about these violent deaths on summer holiday in the Alps. An increasing proportion of them are caused by foolhardiness in an age of "dare," and the carefree flirting with death isn't fair on guides, who are waved aside as "unnecessary" or "too dear"—and then have to answer every call for help.

As mountain-climbing by the novice or the half-trained shows every sign of steeply increasing in the era of "popular" travel, it may be of interest to go over some of the things done by the foolhardy, the careless, and the inexperienced. My quotations are from talks at Chamonix this summer, and from a previous meeting with the celebrated Paul Cachat, hero of 160 ascents of Mont Blanc, and record-holder to the summit and back.

Too many young enthusiasts imagine that schooling is just a matter of physical exercises at home, followed by rock-climbing lessons abroad. Plus a few tips picked up from reading the experts of the past. Experience, balance and nerve are wanted in the high mountain. And a painstaking caution. Some recent victims have been found without even compass or map!

"Another sight that is becoming too familiar is the lone climber. There is nothing more foolhardy than wandering off alone, or with just a single companion. Two are useless if an accident occurs on a glacier. There must be three at least. Too many of these new climbers go off with no more than a passing knowledge of snow conditions. People do not trouble to learn the most elementary facts before starting on an ascent."

Strange are some of the sights which guides come across these times—strange, and sometimes maddening to the guides.

"Little heed seems to be paid to the never-ceasing danger of avalanches. One climb we found a party picnicking in a corridor that rarely for long escapes severe rock falls. We told them to get away, and quickly, and they asked why! Another day we came upon some young people drinking spirits at a height of nearly two miles. Alcohol, by which is meant stuff like whisky, and not wine, simply cuts the legs away. Spirits should be reserved for restorative purposes only.

"Another thing these new climbers *will* do, is to eat unwisely. Far from having to take up a lot of food, the big heights actually remove appetite. Often one has to force oneself to take nourishment. Should you gobble a lot all at once, you bring on drowsiness, and the high mountain induces enough lassitude and craving for sleep without any outside help!

"The fact is: when climbing, never eat much at a time. Just a little, and if you feel like it, again and again. The same applies to liquids. You should never do more than sip, however thirsty you become in the rarefied air or as a result of perspiring."

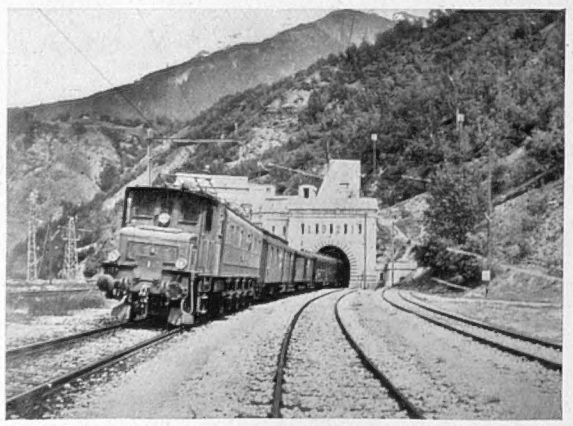
Guides have gone up to £10 for a climb that used to cost £2 10s. That 's what it was pre-war, for the two-days ascent of Mont Blanc. Few French, or foreigners, save hard currency ones, can earmark £10 for a guide, so we see more and more guideless ascents—and idle guides watching the results from far below.

As for porters, who used to cost £2 for Mont Blanc, they are passing from usage, albeit still highly necessary if a party be uneven or should it include women.

Mention of guides instantly brings rope to mind: rope, the first essential. Rope is the one hope in crossing glaciers, and even if of less service in rock climbing, its very presence gives confidence, and this is an absolute essential. A climber who begins to think of falling, falls. But suitable rope costs a good deal of money these times. It should be gone over, every inch, before each climb.

Finally, inadequate clothing and poor boot-nails cause many tragedies.

THE GREAT WHITE MOUNTAIN WHICH BESTRIDES THE FRANCO-ITALIAN FRONTIER: The towering summit of Mont Blanc which reaches an altitude of 15,781 ft. The snow-line limit is about 8,500 ft. above sea-level. The massif is mainly composed of granite rock, and vast glaciers stretch down it. Mont Blanc was first ascended in 1786 by Dr. Paccard and his guide, Balmat. Ascents are made nearly every day from Chamonix during the summer season, all too many of them without the aid of guides



A TRAIN EMERGING FROM THE SIMPLON TUNNEL: This is the 1921 tunnel, which supplemented the tunnel completed in 1906. Now a plan is on foot to drive a roadway under the Mont Blanc range, and a trial boring has already been carried out on the French side. Up to date the boring has met with success

"Think what happens when climbers reach a refuge without a change of underwear. They lie down on straw, wet from their exertions. The flame in the stove is more a joy to the eye than a source of heat. As likely as not, the night is pierced by a howling wind. No wonder the shivering novices sleep badly. Yet they have to be up and away by 2 a.m. if they are to achieve their climb. They start off in bad shape."

If Mont Blanc has won a tragic record this summer, the mountain is about to lose a little more of its massive dominance.

I was reminded of that, too, on the walk from Argentière to Brevent, for down below, near Chamonix, I could see where the first roadway ever to be tunnelled through the Alps is scheduled to come out.

That won't be for three years, at least, but the French Government has approved, and is prepared to contribute 15,000,000 Swiss francs; Italy is expected to do the like any day; and the Canton of Geneva will subscribe 6,000,000 francs in Switzerland's name. This represents roughly £2,000,000, and a further like sum will be raised by public loans financed by tunnel tolls.

In 1799, long before railways, a French engineer named de Goissier presented to Napoleon a project for a tunnel through Mont Blanc "to permit the commanders of the Army of Occupation in Italy to transport articles to France with greater facility than across the Alpine passes." The plan was pigeonholed, luckily for Italy. Otherwise she must have lost far more of her art treasures. From that day to this, no road project has gone further than the discussion stage. Not that Mont Blanc hasn't suffered affronts in the shape of three railway tunnels—Mt. Cenis, Simplon and St. Gotthard—bored through the great range of which it is monarch. Yet none has presumed until now to dig and pierce the monster itself.

Mont Blanc was chosen because it towers exactly over the crucial point of the routes of communication between the south-east and north-west of Europe. The road tunnel will save scores, hundreds, of kilometres in various directions, but will come really into its own in winter. It will be 8 miles long, 20 ft. wide, and 17 ft. high. The surface will be of asphalt blocks sufficiently wide to permit two-way traffic.

Ventilation is to be assured by the difference in level existing between the French and Italian entrances. The French entrance is just east of Chamonix, and at a height of 4,250 ft. The Italian entrance is at Entreves, in the Aosta Valley, at a height of 4,500 ft. This altitude has been chosen as it represents the maximum at which roads can easily be kept free of snow at all times.

During construction the number of employed will rise steadily from about 800 to 2,000. They will be mostly Italians, who have proved their worth at this kind of job, and a model Alpine village is already being laid out at the Aosta end. With wives and families it should grow to several thousand inhabitants ere the tunnel is completed. It will figure permanently on the map, under a name yet to be determined.

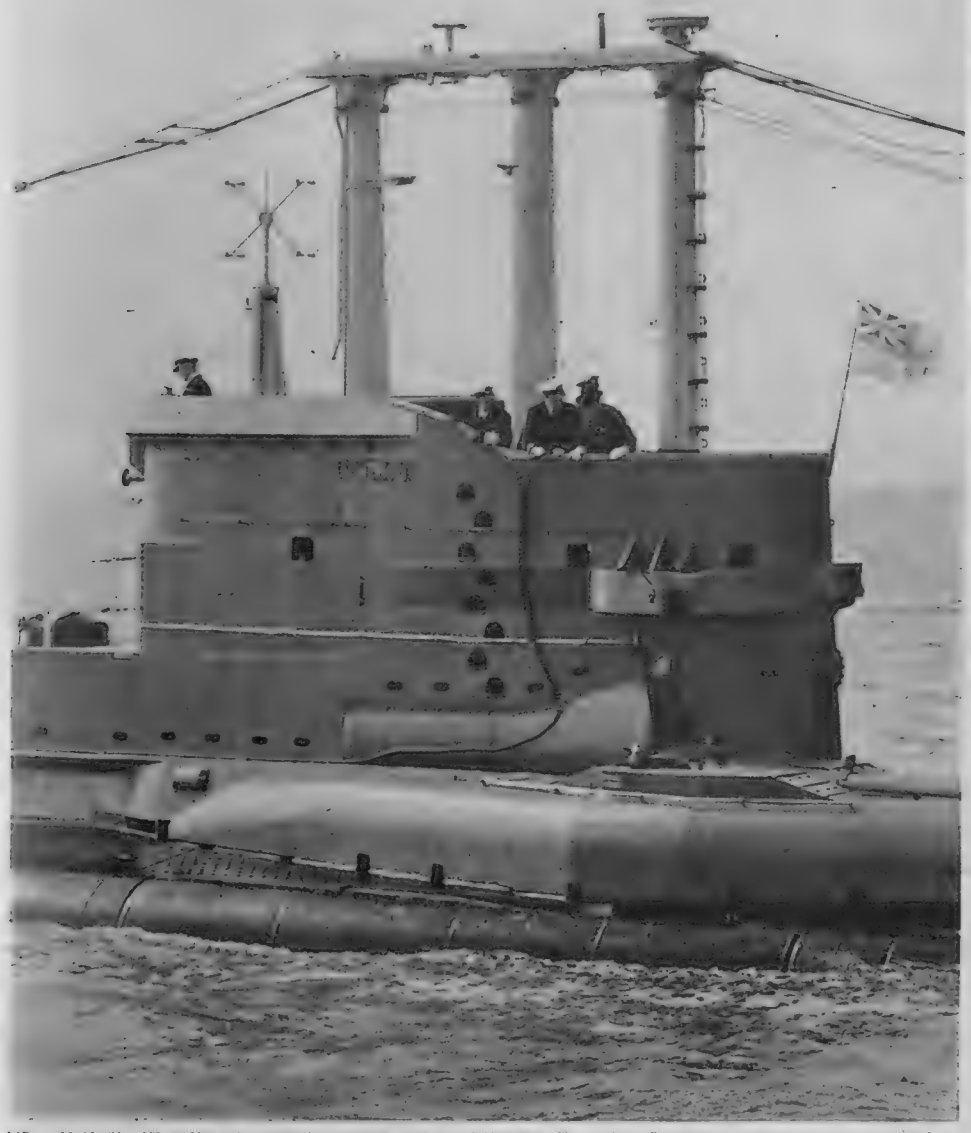
A trial boring of 400 yards has been carried out on the French side, with very encouraging results. Hardly any infiltration of water was met with. But the real thing will be on a much bigger scale. Over 1,000 lb. of explosives will be used daily, and great precautions will be necessary against fouling of the air inside the tunnel.

The Mont Blanc tunnel may be viewed as the very core and crux of the "super-highways" plan whose outline was recently agreed by some fifteen countries at Geneva, under the ægis of the United Nations Economic Commission. All the "Strasbourg countries" and West Germany are of the number, so the great project becomes part and parcel of the unification, development and defence of Western Europe.

When completed, in ten or fifteen years' time, the entire network would link every European country, from the Arctic to the Mediterranean.

The question of piercing Mont Blanc dominated the Genevan discussions in the absence of British agreement to the other great boring project affecting the Channel.

First benefit conferred by the Alpine road tunnel will obviously be all-the-year-round communication between Paris and Rome, through Dijon, Geneva and Chamonix. The mountainous part of this route, between the French Jura, Geneva and Aosta, is being called "the white highway," rather ahead of time. When its three mountain sections have been rendered winter-proof, the total distance between Paris and Rome will be shortened from 900 to 1,050 miles—according to the road chosen—to about 840 miles.



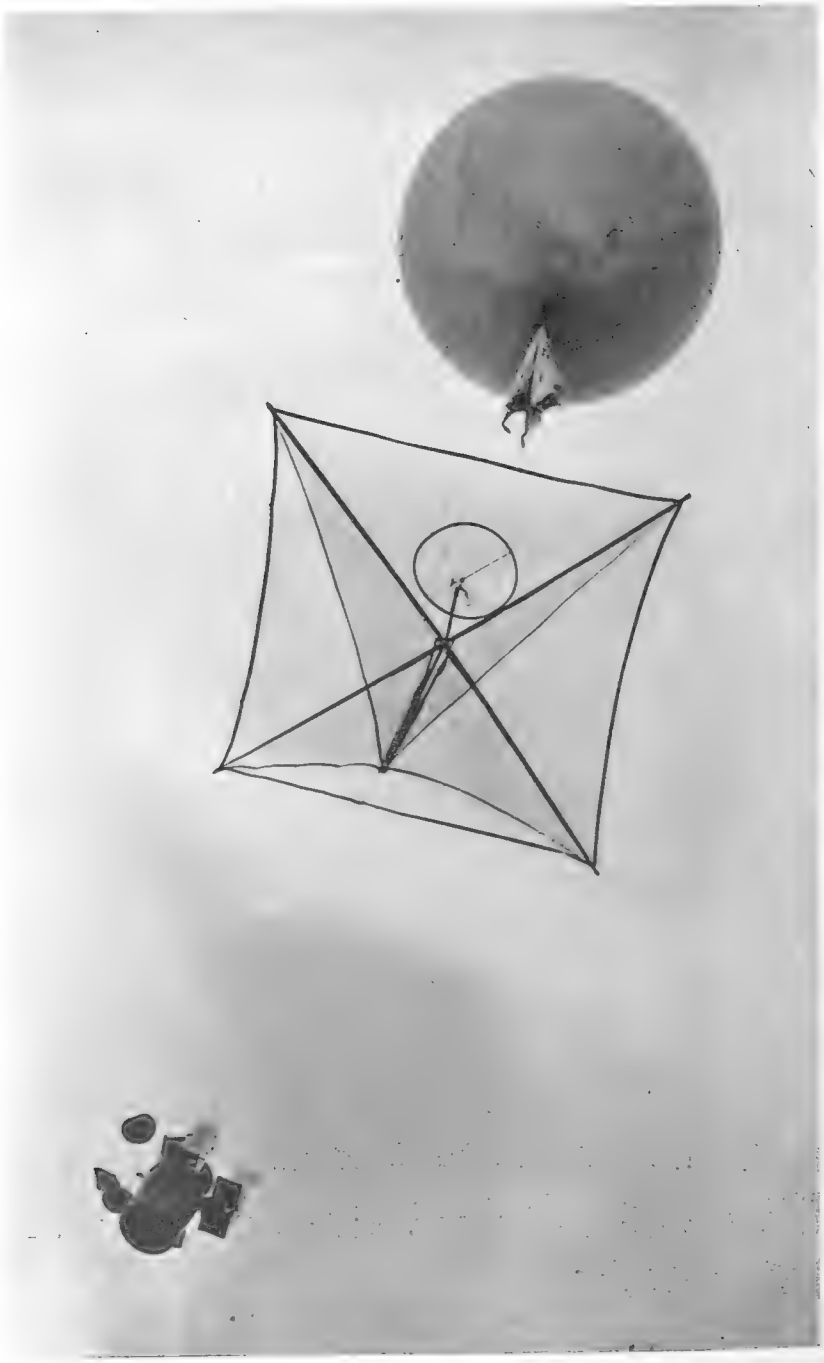
MR. ATTLEE IN THE CONNING-TOWER OF "ACHERON": The Premier made a short under-surface trip in the submarine as part of his day-long inspection of naval establishments in Portsmouth, made at the invitation of Admiral of the Fleet Sir Algernon Willis

THE PREMIER'S TRIP IN A SUBMARINE

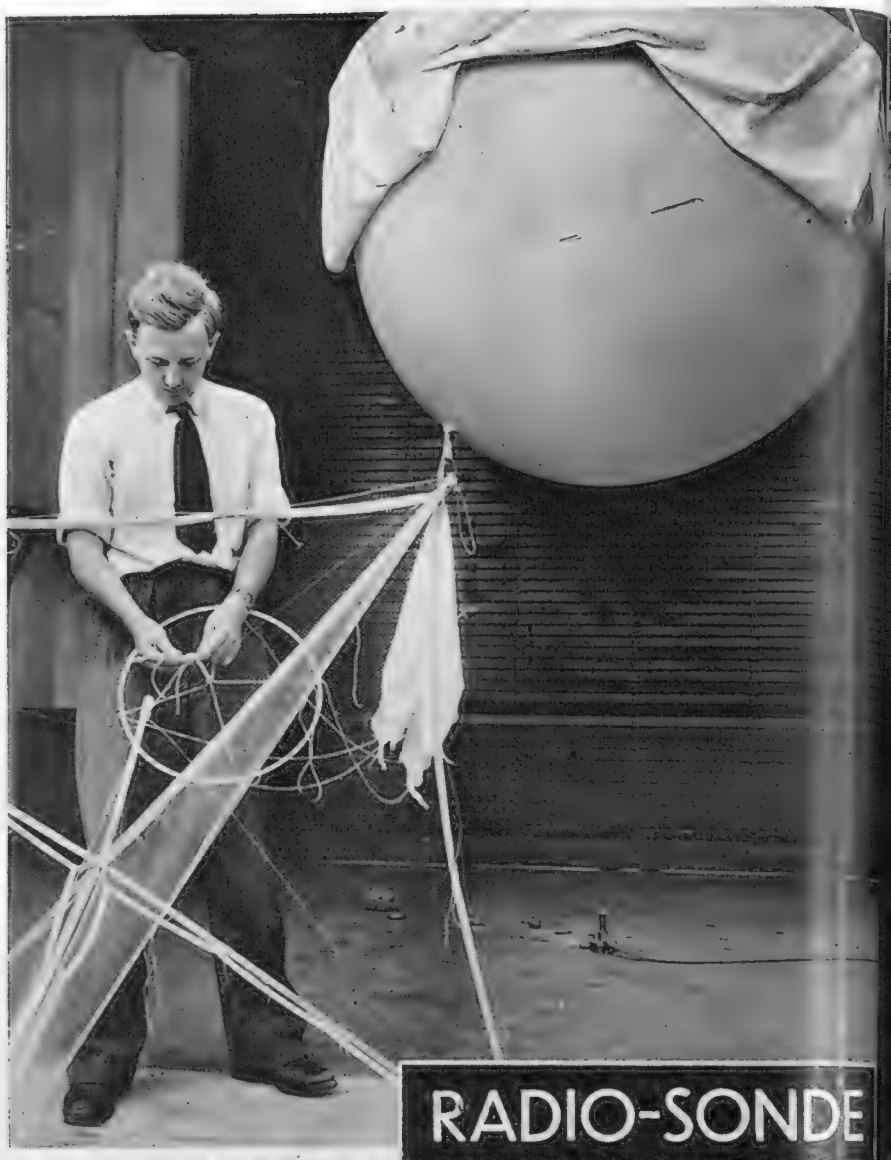
Cruising Down the Channel in H.M.S. *Acheron*: Half an Hour Under the Sea

THE PRIME MINISTER GOES ABOARD THE ADMIRAL'S BARGE: Mr. Attlee setting out for his rendezvous with H.M.S. "Acheron," which he boarded off the Isle of Wight. After joining the submarine he was taken for a surface cruise of about 15 miles, and then hatches were closed and the vessel submerged for half an hour. While on board the *Acheron*, one of Britain's newest and biggest submarines, Mr. Attlee fired a torpedo. After he had climbed from the conning-tower he said: "I am amazed at the number of new gadgets and devices packed into such a small space." During the course of the day Mr. Attlee also visited the gunnery school at Whale Island, H.M.S. *Vernon*, the principal torpedo and anti-submarine school, and H.M.S. *Dolphin*, Gosport submarine depot. He took tea with Admiral Sir Rhoderick McGrigor, C.-in-C. of the Home Fleet

H.M.S. "ACHERON" ON HER CHANNEL TRIP: The submarine on the surface (*top*), and submerging (*below*) during Mr. Attlee's trip. The "Acheron" was completed last year. It is one of the "A" class and is equipped with the Schnorkel breathing device, enabling her to stay submerged for long periods. Of the three stanchions protruding from the conning-tower, each of the two on the left houses a periscope, and the one on the right holds the radio mast with the radar scanner. The supports remain in a fixed position and the periscopes slide up and down inside the stanchions when the submarine is submerged and they are in use



RADIO-SONDE EQUIPMENT IN FLIGHT : Radio-sonde is contributing largely to the scope and accuracy of weather prediction and observation. Nine British and Irish stations 200 miles apart operate radio-sonde, which consists of the release of balloons carrying thermometers, barometers, a parachute, and radio and radar equipment, which send back readings as they rise at 1,000 ft. a minute into the air. At 60,000 ft. the balloon bursts, a parachute opens and the apparatus falls to the ground. Five shillings is the reward paid by the Air Ministry to the finder of the set. 45 per cent. of the 1,000 sets released each month are recovered



REPORTING WEATHER FROM 60,000 FT. UP—RADAR BALLOONS USED BY RADIO-SONDE : Preparing a balloon for its ascent at the Camborne Meteorological Centre, Cornwall. Each balloon, which is sent up from nine British and Irish stations, carries equipment capable of sending back recordings as it rises at a rate of about 1,000 ft. per minute

RADIO-SONDE AIDS THE WEATHER FORECASTER

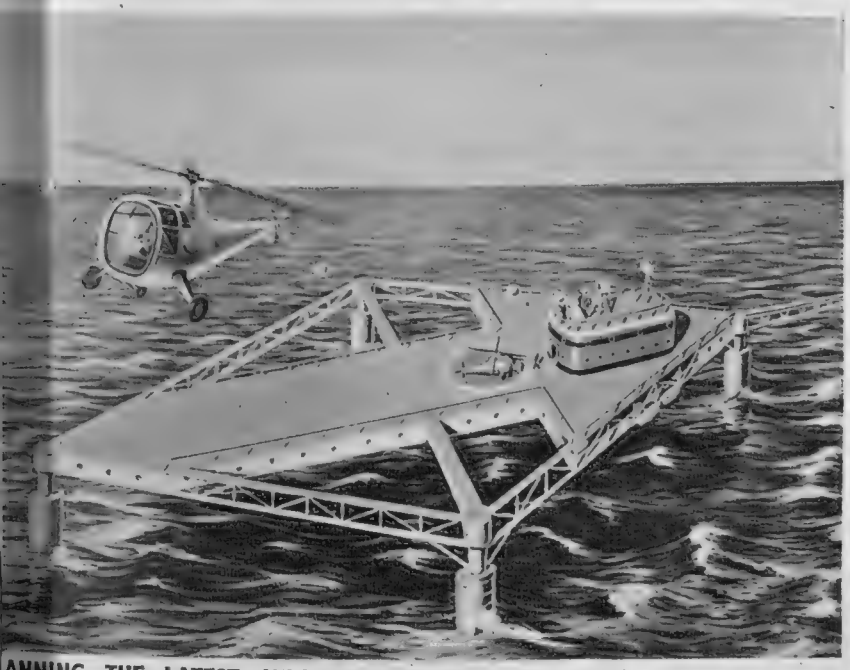
Collecting Readings from Radar Balloons

THE VICKERS 510 TAKES THE AIR

A BALLOON IS MADE READY AT CAMBORNE : To this will be attached a kite-like affair (as seen in the picture above on right) which is made of metallised nylon mesh. Below this will then be placed the recording instruments

LOOKING MORE LIKE THE FRAMEWORK FOR A CIRCUS BIG TOP—A NEW TESTING TOWER FOR HELICOPTERS IN THE COUNTRY : This Helicopter Rotor Testing Tower, which at first appearance gives little suggestion of its true pur has been erected at the Bristol Aircraft Company's works at Filton. It is to be used to test rotor blade conditions approximating to actual flight. The new tower is claimed to be the only one of its kind the world. The vertical distance between the ground and the centre of the rotor is 50 ft., and it is possib test rotors of up to 70 ft. in diameter. Power for the testing apparatus comes from a motor in the "engine-ho at the foot of the centre column, and it is capable of maintaining an output of up to 700 h.p. if nece

T CAN CROSS THE SONIC BARRIER—THE VICKERS SUPERMARINE 510 JET FIGHTER FLYING PAST THE NEEDLES: The first public appearance of this new fighter, which was still on the secret list at the end of August, was arranged to take place at the annual display of the Society of British Aircraft Constructors at Farnborough last week. Both the Vickers 510, which is derived from the Attacker naval fighter, and the Hawker P 1052, a development of the P 1040, have at least two things in common. They both have swept-back wings and a Rolls-Royce Nene turbo-jet engine. The 510 has a wing-span of 38 ft. 8½ ins. and a length of just over 38 ft. Its height when grounded is 8 ft. 9·7 ins. It has a conventional tail-wheel undercarriage to keep weight down to a minimum. The 510's Nene engine is installed amidships and is fed with air from a bifurcated turbo-jet. Both the 510 and the P 1052 are capable of crossing the sonic barrier. Even though they were not designed to fly at speeds faster than sound, their capabilities have apparently not surprised the Ministry of Supply



ANNING THE LATEST ATLANTIC WEATHER PROJECT—THE WEATHERDROME PROPOSED BY THE U.S. COAST GUARD: An artist's impression of the mid-ocean weatherdrome, showing a helicopter taking off on a rescue operation. This project, which has now passed the preliminary stages, has already been built in miniature in order to test its reaction to strain and to weather conditions. The Coast Guard has asked Congress for a 6,000,000-dollar appropriation to build a full-size 'drome for actual tests at sea. If successful, the weatherdrome will possibly replace the ocean weather patrol stations, each of which take three Coast Guard cutters, with crews of 120 men to each cutter. The proposed weatherdrome would need only a crew of eighty. The weatherdrôme has been planned to have a length of 450 ft. and to weigh some 2,000 tons. It would have hospital facilities, communication and direction equipment, and the very necessary meteorological apparatus. Helicopters could use the 'drome with ease

IN THE WAKE OF THE WEATHER-SHIP—TESTING A SCALE MODEL OF THE PROPOSED OCEAN WEATHERDROME: A miniature construction of the U.S. project undergoing tests at Chester, Pennsylvania. The model measures 6 ft. by 18 ft. Recording instruments on the dock are attached to strain gauges on the model

FROM THE BATTLEFIELDS OF GREECE TO A FREE-FOR-ALL IN NEW YORK

A Survey of the World News in Pictures

KING PAUL OF GREECE TOURS THE NORTHERN BATTLEFIELDS—VISITING A GUERILLA STRONGHOLD IN THE VITSI AREA: *Left*—**The King crossing a footbridge** military commanders after inspecting a captured headquarters. **A red star adorned the building.** *Right*—**King Paul, driving his own jeep, as he arrived in a liberated vil**

As August drew to a close signs were not wanting that the long civil war in Greece was nearly over, and although some Communists escaped across the Albanian border and live to fight another day, the Greek Regular Army has achieved some spectacular successes, routing 7,000 Communists in one week. After the debacle at Vitsi King Paul of Greece visited the northern battlefields, and saw some of the strongpoints which were captured during the fiercest fighting The Communists have lost vast quantities of stores and equipment. Some C munists have gone to ground in caves and woods, where have caches of supplies, and it may take many weeks of fighting in order to comb out the area thoroughly.

MRS. KHAMA FLIES TO BECHUANALAND—THE FORMER LONDON TYPIST GOES TO JOIN HER HUSBAND, SERETSE KHAMA, TWENTY-SEVEN-YEAR-OLD CHIEF-DESIG OF THE BAMANGWATO TRIBE, AT SEROWE, KRAAL CAPITAL OF THE TRIBE: *Left*—**Mrs. Khama at Victoria Falls, where she was greeted by Mr. Allan Collins, a B Overseas Airways manager.** *Right*—**The corrugated iron-roofed bungalow at Serowe which, when completed, will be the home of Mr. and Mrs. Kh**

Thirty-five miles from Palapye Road, on the main line north from the African Union to Rhodesia, is the town of Serowe, with a population of over 30,000. It is the capital of the Bamangwato tribe, and it is neatly laid out on a fertile plain where water is comparatively plentiful. Serowe has a fine church, schoolrooms and some modern houses. To Serowe has flown Mrs. Ruth Khama, the former London typist whose marriage to Seretse Khama, the chief-designate of the Bamangwato, has caused a crisis in the tribe, Tshekhedi Khama, the Regent and uncle of Seretse, having gone into voluntary exile with forty-four headmen as a protest against "the white queen." The B Government has now appointed a committee of inqu examine the question of Seretse's succession, and Sir T Harragin, K.C., will preside. Pending the results o inquiry, "Queen Ruth" will be treated as a private p

THE SCOTTISH MINERS' DELEGATION IN MOSCOW: Mr. S. V. Yegurazdov, official of the All-Union Central Council of Soviet Trade Unions, with members of the delegation which is visiting Russia at the invitation of the Committee of the Soviet Miners' Trade Union. On the left is Mr. William Pearson, leader of the delegation

THE RELIGIOUS MARRIAGE OF EX-KING CAROL: The ex and Madame Lupescu at their residence at Es Portugal, after the solemnisation by Dr. Marc Ivanovici, Superior of the Rumanian Church in P who arrived by air to conduct the service. Lupescu will continue to use the title, Princess Helena, was conferred on her after a civil marriage at Rio de J in 1947 at a time when she was reported to be seriou

A SELF-CONFESSED INCENDIARY : Pierre Moeurs, who has been arrested at Bordeaux after confessing that he was responsible for the starting of at least eleven forest fires in South-Western France. "I did it for fun," he is reported to have said. These huge forest fires which devastated hundreds of acres of forestland south of the city, were finally brought under control through the efforts of civilian workers, Army fire-fighters, as well as British volunteers. Almost 100 people are reported to have died

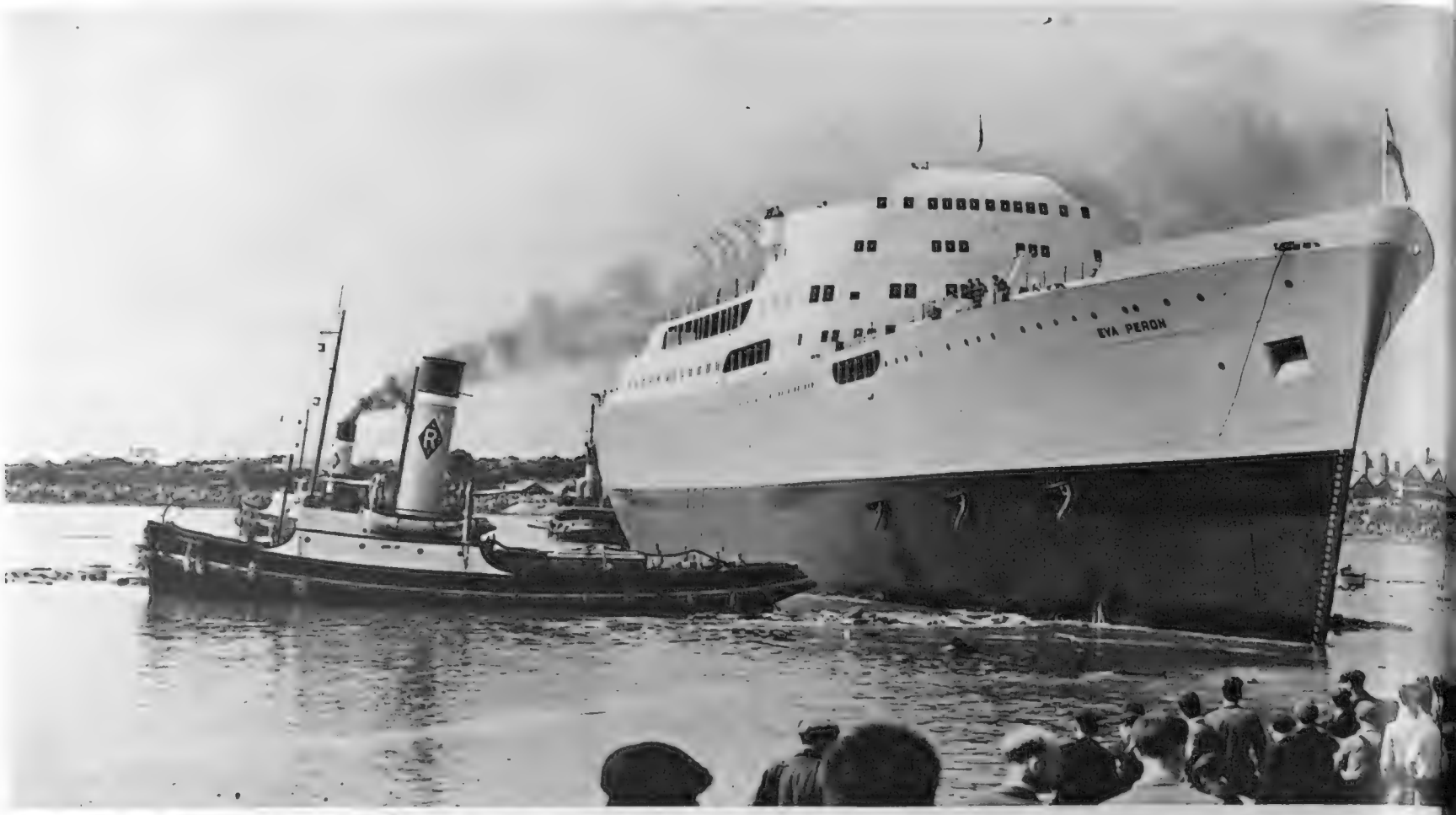
THE RAILROAD WEED-DIGGER GOES INTO ACTION : This machine, a Jordan Spreader, is being tried out on the Chicago and Erie railroad. The machine clears trackside weeds, and at the same time digs an 18-in. drainage ditch to allow water to run off during heavy rains. In the winter-time this versatile machine could be used for clearing snow from tracks. A locomotive supplies power to the Jordan Spreader, and in ideal conditions it could operate at 5 m.p.h.

PRESIDENT PERON GREETS A CONQUERING HERO : The head of the Argentine Government is seen embracing Juan Manuel Fangio, Argentine's leading racing motorist, in the Palace at Buenos Aires after the latter's return from Europe, where he had won six big motor races. Fangio received an immediate summons to the Palace. On the left is Signora Peron, and beside her is Mayor Alde of Buenos Aires

THE UNITED STATES EMBASSY LEAVES CANTON : Mr. Lewis Clark, the Chargé d'Affaires, signing papers before boarding a waiting plane to take him and members of his staff to Hong Kong. At the time of writing there have been no sensational military developments in South China. The Communists have been edging forward steadily, and have been delayed apparently less by the Nationalist opposition than by the terrain and their own great administrative difficulties

A FREE-FOR-ALL BEFORE A NEW YORK CONCERT : A group of rioters overturning a car at Cortland, near Peekskill, New York State, during the pitched battle between war veterans and concert-goers. The disorder broke out after war veterans marched in front of a picnic-ground a quarter of a mile from Peekskill's main highway as others waited to hear Paul Robeson sing under the sponsorship of the People's Artists, Inc., for the benefit of the Harlem chapter of the Civil Rights Congress. Four deputy sheriffs were the only law-enforcement officers on hand when the fighting started. They immediately telephoned State and local police for help. Forty troopers and all available Peekskill policemen responded and, after two-and-a-half hours, brought the melee under control. Mr. Robeson did not appear at the scene. William L. Patterson, executive secretary of the Civil Rights Congress, said he met Mr. Robeson en route to the concert grounds and took him away to "a safe place." Posters in the area had advertised that Mr. Robeson, who is active in Left-Wing politics, would sing at Lakeland Acres in Cortland. Mindful of the fact that former Attorney General Tom Clark had labelled the Civil Rights Congress as a subversive organisation, the Joint Veterans' Council of Westchester County had given notice that war veterans would put on a "patriotic demonstration" outside the picnic grounds. When members of the Council, which includes the American Legion, Veterans of Foreign Wars and Catholic War Veterans, arrived, about 300 persons, mostly negroes, were waiting to hear the concert. The veterans marched back and forth in such a solid phalanx in front of the entrance that no newcomers could get into the grounds and no one could leave. After a few minutes of picketing, the "free-for-all" fight started

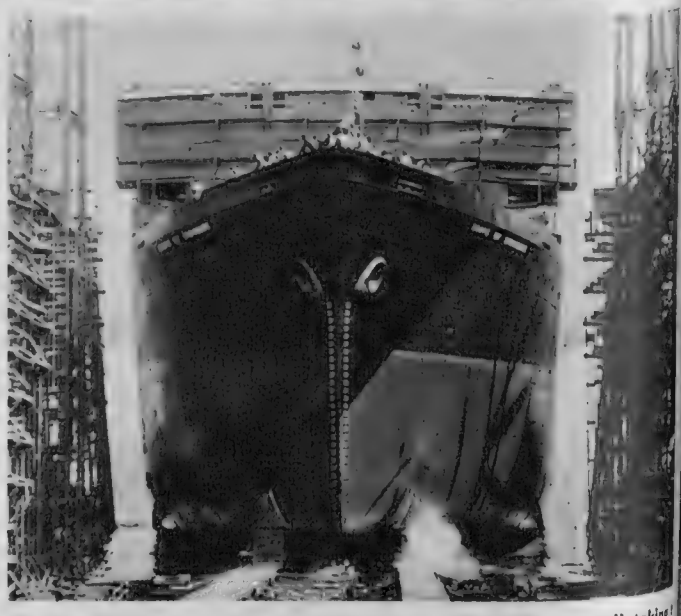
PAUL ROBESON LASHES OUT : The celebrated singer addressing a Press conference on the day following the Peekskill battle, when the concert he was to have given was disrupted by the American War Veterans. He declared that every apparatus of the Government was behind the veterans in their aggressive action



THE LAUNCH OF THE S.S. "EVA PERON," THE SECOND OF THREE PASSENGER AND REFRIGERATED CARGO LINERS CONSTRUCTED AT THE BARROW SHIPYARD OF VICKERS-ARMSTRONG FOR THE ARGENTINIAN GOVERNMENT: The new liner seen in charge of tugs as she was about to be taken to her fitting-out basin. The launch was conducted by Señora Elvira del Pino de Morello, wife of the Argentine Military Attaché. The "Presidente Peron," the first of the three ships, is already in service and the third is already well advanced in construction. It will be named "October 17th" to commemorate the day of President Peron's accession to power.

THE SPOILS OF WAR—A GERMAN NAVAL DOCK ARRIVES AT THE PORT OF FALMOUTH: This 5,000-ton dock, which is 500 ft. long and can take vessels up to 15,000 tons, was seized by the Royal Navy at the Baltic port of Lubeck at the end of the Second World War. The dock left Lubeck in the second week in August, and the journey through the Baltic and down the English Channel occupied a total of eleven days. The leading tug is the "Turmoil," a Fleet tug of the Bustler class.

"WORLD LIBERTY" ON THE SLIPWAY—ON A SINGLE TRIP THIS NEW TANKER WILL CARRY ENOUGH FUEL TO KEEP OVER 14,000 CARS ON THE ROAD FOR AN ENTIRE YEAR: The launch of the 28,000-ton "World Liberty" from the Bethlehem Steel Company's yards at Quincy, Mass. The new United States oil tanker is 650 ft. in length with a notably broad beam



LAUNCHING THE WORLD'S LARGEST DREDGER: The "Essayone" taking the water at Chester, Pa., after the launching ceremony by Mrs. Pick, wife of Major-General Pick, Chief of Army Engineers. The new vessel is to be employed in keeping clear channels in New York Harbour.

The *Eva Peron* is the second of three ships ordered by the Argentine Government from Vickers-Armstrong under a contract obtained against keen competition from overseas. The sale of the *Presidente Peron*, first of the ships, represents the value of approximately 5,600 metric tons of meat. Each of the three new merchant ships is designed to carry seventy-four passengers in luxurious first-class apartments, planned for the maximum of comfort; and their large proportion of cargo-space makes them a highly-paying proposition.

LINERS GO DOWN TO THE SEA

New Launchings and Other Maritime Matters

THE LAST SHIP IN THE UNION CASTLE COMPANY'S POST-WAR PROGRAMME: The S.S. "Bloemfontein Castle" on the stocks in the Belfast yards of Messrs. Harland and Wolff shortly before she was ready for launching. The ship is to be a large passenger-carrier operating on the intermediate service between South Africa and England, having accommodation for about 700 passengers in one class. The launching ceremony was conducted by Mrs. Leif Egeland, wife of the South African High Commissioner in London

On left—**THE "BLOEMFONTEIN CASTLE" GOES DOWN THE SLIPWAY AT BELFAST: The new Union Castle liner seen as she entered her element.** She will have a gross tonnage of 17,000, and will be slightly larger than the *Durban Castle* and the *Warwick Castle*. The *Bloemfontein Castle* will have a single, low, streamlined funnel, and a single mast placed immediately forward of the funnel

FLORIDA LASHED BY A HURRICANE

Winds of 162 m.p.h. Recorded at West Palm Beach

After brewing winds of 125 m.p.h. to 150 m.p.h. in the Caribbean, the hurricane savagely raked the beach playgrounds of Florida, then cut a swath across the citrus-growing counties of the southern State, and finally blew itself out in Georgia. At one period there was a sustained wind-reading of 162 m.p.h. at the Jupiter Light, north of West Palm Beach. The reading was taken at 50 ft. above the ground, and constitutes a record for this stretch of coast. West Palm Beach, Palm Beach and Stuart were hardest hit among the coastal resorts, 500 people being reported as homeless at Stuart. At the West Palm Beach Airport a metal and concrete hangar was twisted into scrap. Freighter planes were badly damaged, and twenty-four private planes, after being tossed about by the wind, were strewn across the airport like broken toys. The Red Cross has voted £20,000 towards immediate relief in Florida.

A DOUBLE LINE OF PALM-TREES BEARS THE BRUNT OF THE HURRICANE'S FORCE: This dramatic picture was made during the height of the storm from the sixth floor of a hotel at West Palm Beach. At Jupiter Lighthouse, which lies 18 miles to the north of West Palm Beach, Commander Curran, head of the Eastern Area of the Seventh Coast Guard District, reported that "the winds in the hurricane reached a high of 162 m.p.h."

MIAMI IN THE GRIP OF THE STORM: Palm-trees lashed by the gale and a boat overturned as high seas swept in towards the shore. The storm affected 40 miles of the pleasure coast, then hammered damagingly at Northern Florida, and passed inland towards the towns of Georgia

THE TOWER OF RADIO STATION WJNO, AT PALM BEACH, SNAPPED BY THE FORCE OF THE WIND AND BLOWN INTO LAKE WORTH: Pines and palms were wrenched from the soil at this resort, roofs hurtled into the air, and debris beat a tattoo against windows and walls

A GROCERY AND FRUIT STORE WRECKED BY THE GALES, AND UPROOTED COCONUT PALMS LYING ACROSS A STREET AT WEST PALM BEACH: When the hurricane struck this resort 2,000 of the city's 7,000 homes were damaged, and many planes were seriously damaged at the International Airport, including six C 46 freighters. The "Miami Herald" estimated the hurricane would cost Florida £8,000,000. There has been no hurricane on this coast on a comparable scale since 1928

THE POWER STATION AT TARRALEAH, TASMANIA: With an average rainfall of over 50 ins., Tasmania has not the major water problems found on the mainland, and the swiftly-flowing rivers are used extensively for the generation of electricity. Even so, some parts of the State are not free from drought

WATER FOR AUSTRALIA'S THIRSTY ACRES

The Conservation of the National Resources is Planned on a Vast Inter-State Scale

Australia's post-war planners put water in No. 1 place on their blue-prints for national development. Already power drills and high-explosives crumble rock faces in the high canyons of eastern and southern water catchments. Old dams are being extended and new ones built. More water and more power are needed to keep up with the steady growth of industry and agriculture.

Australia is the driest continent, and water is the key to national prosperity. Each State Government has plans for conserving and expanding its water resources. The Federal Government is setting up a T.V.A.-influenced Commission to harness and control the waters of the Snowy River, in the mountainous No-man's-land between Victoria and New South Wales. The national Press buzzes with reasoned and hare-brained schemes for putting water where there is now no water. One gentleman proposes that parched inland plains should be sprayed nightly from flying-boats! Others, with more chance of official notice, propose to flood inland deserts by turning back rivers from the sea.

Biggest factor in this post-war urge to develop national resources is the need to justify pioneering possession of an under-populated continent. It must be realised, however, that Australia is not a second North America. Aridity limits the growth of population as surely as necessity limits freedom. Yet science endorses the faith of Australia's Migration Minister, Mr. Arthur A. Calwell, who believes that the population can be increased from 7,500,000 to 20,000,000 in his lifetime. But geography draws the line somewhere

(Continued on following page)

MOUNT BOGONG TOWERS 6,500 FT. ABOVE THE CATCHMENT AREA AT THE HEADWATERS OF THE MURRAY VALLEY RIVER SYSTEM: This lies in Australia's snow country astride the borders of Victoria and New South Wales, and acts as a source of supply for her big rivers, the Murray and the Murrumbidgee. Work on the Murray River and its tributaries is Australia's major achievement in conservation, and has made possible cultivation of lands which once maintained a few sheep per acre

BOGONG, A TOWN BUILT BY THE VICTORIAN ELECTRICITY COMMISSION TO ACCOMMODATE WORKERS ON THE KIEWA HYDRO-ELECTRIC SCHEME: This £25,000,000 scheme is the biggest project for the utilisation of water power yet put into operation in Australia. Victoria was the first State to adopt irrigation on a large scale, and development has been fairly continuous

A SOUTH AUSTRALIAN LIFELINE: This 223-miles-long pipe carries water from Morgan, on the Murray River, to the ore-smelting and shipbuilding town of Whyalla, on Spencer's Gulf. The project cost about £3,000,000, and since 1944 has supplied 1,200,000,000 gallons of water a year to the people of Whyalla. Before the pipeline the town had to depend upon two local reservoirs with a total storage capacity of 20,000,000 gallons

between 20,000,000 and 30,000,000. Australia will never carry a teeming population. And the Australian people must conserve more water before even Mr. Calwell's dream is realised.

The story of Australia's fight for water is a story which starts with the history of Australian settlement. In 1788 Governor Phillip founded Sydney on a cove with the best water supply, a clear stream running into Port Jackson. That stream remained Sydney's chief water supply for the next thirty-eight years. But always the authorities had to fight to preserve it from pollution. To-day, a Metropolitan Water, Sewerage and Drainage Board draws on five dams with a total capacity of 125,144,000,000 gallons to supply a population of 1,718,000. In dry weather it is hardly enough. To safeguard the future, the Board is building a big new dam across the Warragamba River, west of the city. A wall 383 ft. high will hold back 445,000,000,000 gallons of water. This is Australia's biggest post-war conservation work.

For over twenty years after the first settlement the coastal plain around Sydney remained the limit of expansion. Then explorers crossed the Eastern Highlands to the gentle western slopes which spread down to the dry inland basin. Following the explorers, pastoralists took sheep north and south behind the ranges, finally crossing the Murrumbidgee and the Murray into Victoria. Much of this was reasonably well-watered country, suitable for sheep. To-day it is part of the South-East Region,

WATER

FOR AUSTRALIA'S THIRSTY ACRES

(Continued from previous page)

Australia's richest and most thickly-popu area. Here, too, came the first big-scale irr tion experiments. They were begun by Canadian-born, Californian-trained Chaf Brothers, at Mildura.

The south-eastern snow country feeds Murray, which flows 1,400 miles west and s west to the sea in South Australia. For mos its length the river is the boundary betw Victoria and New South Wales. That is wh Federal authority, with representatives from South Wales, Victoria and South Australia, governs the use of the precious water.

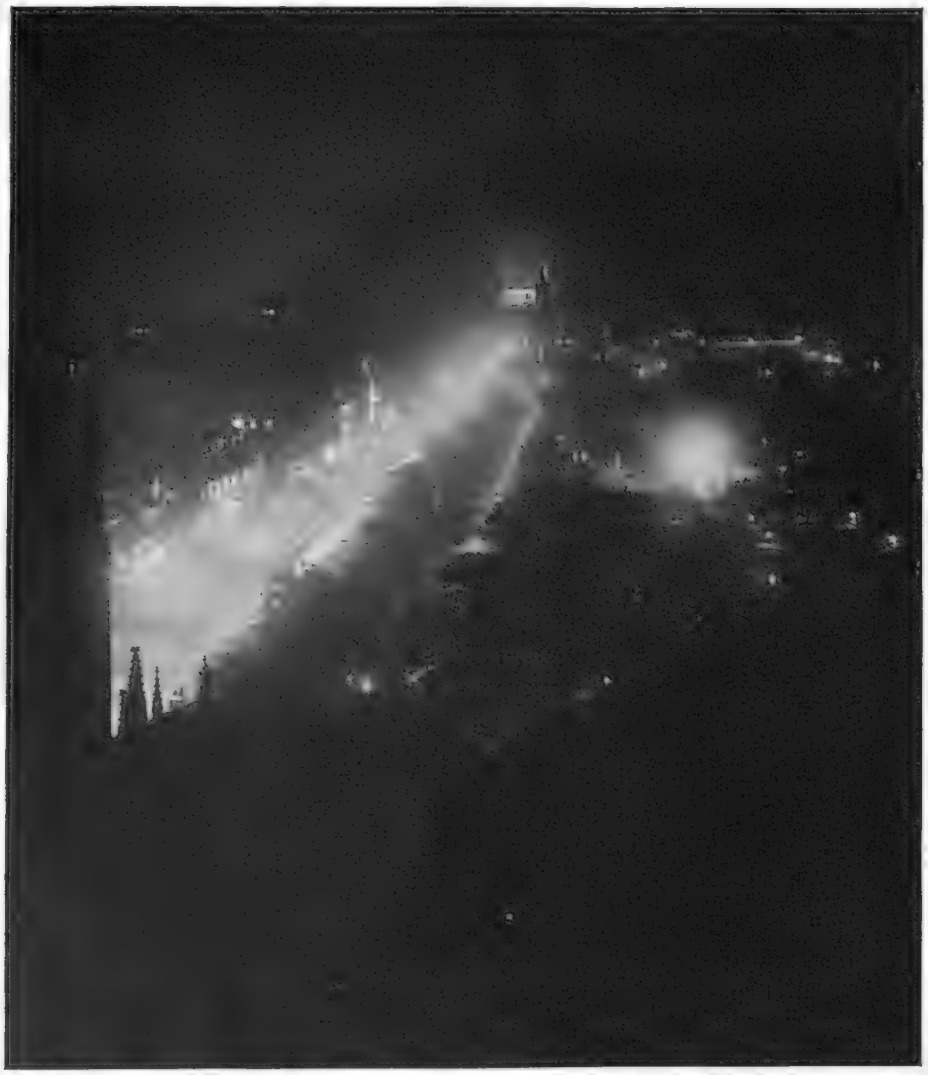
The River Murray Commission was set following the 1914 River Murray Agreeme between New South Wales, Victoria, So Australia and the Commonwealth. Commission plans developmental work a administers the allocation of water between three States affected. State authorities carry all the construction work.

Work on the Murray River and its tributar is Australia's major water conservation achie ment. About half the Murray flows through 10-in. rainfall area and the average rainfall the whole Murray basin is only 17 ins. to-day, by planned water use, the basin prod one-third of Australia's export trade and i in about half the nation's rural populati

THE BURRINJUCK DAM, ON THE MURRUMBIDGEE RIVER, NEW SOUTH WALES, WITH A STORAGE CAPACITY OF 777,000 ACRE FEET: This forms part of the great water conservation scheme on the Murray River and its tributaries, where planned water use has been in effective operation since 1914. The Burrinjuck Dam irrigates orchards, vineyards, ricefields and other crops. Each of its two hydro-electric stations has an installed capacity of 10,000 kilowatts. Under a scheme agreed upon by Australia's Federal Government this year, the Murrumbidgee is to receive an increased flow from the Snowy River, a project that requires the construction of four new dams

THE HUME DAM, 150 MILES DOWNSTREAM FROM THE SOURCE OF THE MURRAY RIVER, AT THE JUNCTION OF THE MITTA-MITTA: The dam receives its water from a catchment area of 6,000 square miles of mountain country

THE MOUNT BOLD DAM IN THE MOUNT LOFTY RANGES, SOUTH AUSTRALIA: The reservoir holds 6,662,000,000 gallons and is one of five major reservoirs supplying water to Adelaide. The Mount Bold scheme, on the River Onkaparinga, was completed in 1937

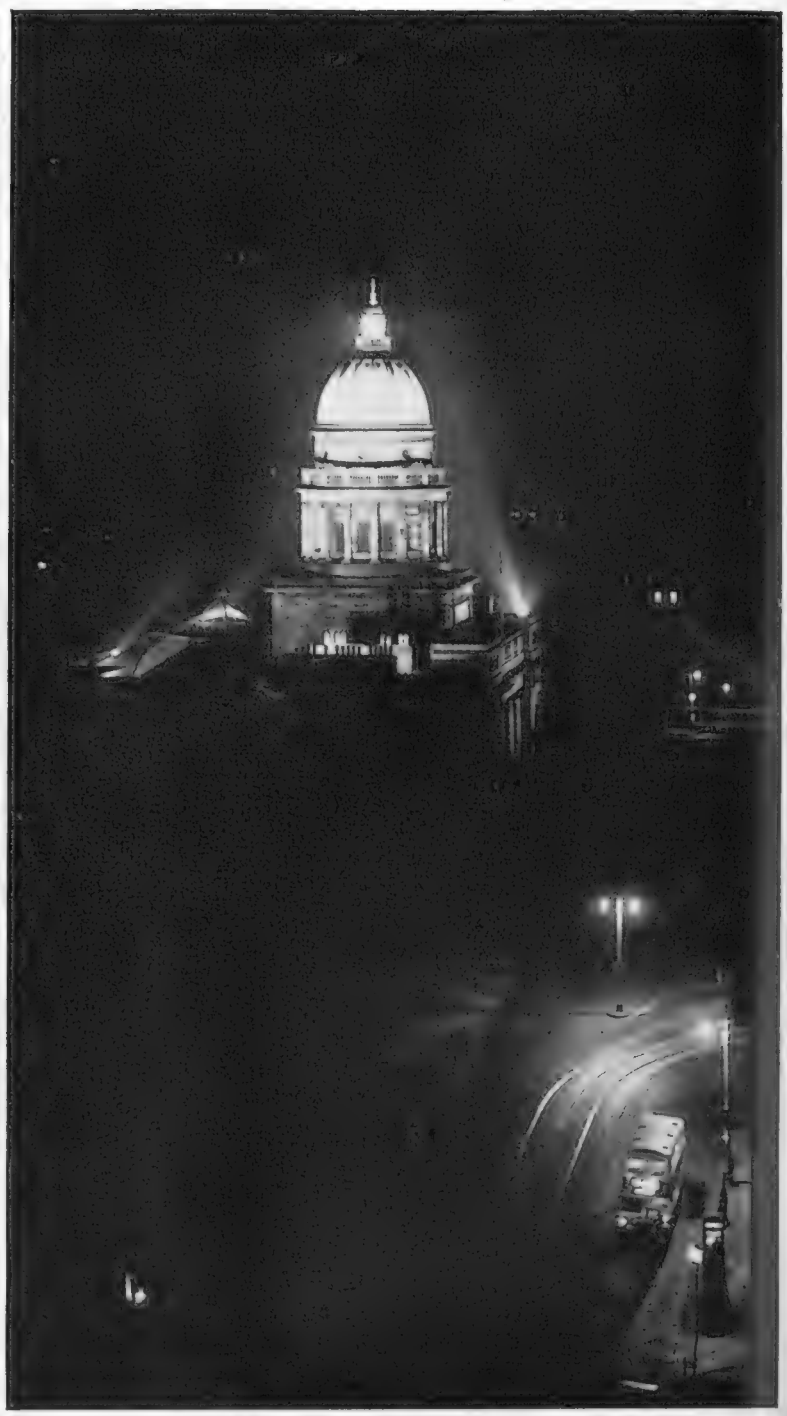


PRINCES STREET DURING THE INTERNATIONAL FESTIVAL OF MUSIC AND DRAMA NOW IN ITS THIRD YEAR : An unusual view of the famous street with, in the background, the National Monument floodlit on the top of Calton Hill.

FLOODLIGHTING EDINBURGH

The Festival City by Night

The historic city of Edinburgh has much to offer visitors besides the feast of drama and music which it has provided during the past three weeks. Not least has been the spectacle of the floodlit city by night, dominated by the Castle. Fine weather has given visitors a great opportunity to see Edinburgh by day and again by night, when returning from one or other of the plays or concerts. Last week, the Queen, accompanied by Princess Margaret, arrived at the Palace of Holyroodhouse from Balmoral Castle, and, on the evening of their arrival, they attended a ballet festival at the Empire Theatre



ST. GEORGE'S CHURCH, WHICH FACES CHARLOTTE SQUARE : A fine view of St. George's church can be obtained from George Street, which links Charlotte Square with St. Andrew's Square

THE SCOTT MONUMENT WITH THE FLOODLIT CASTLE IN THE BACKGROUND : On the right is the marble statue of Sir Walter Scott with his dog Maida, by Sir John Steele. Silhouetted in the centre is the statue of David Livingstone. The 200-ft.-high Scott Monument was erected in 1840-44 from the design of George Meikle Kemp. The statue is adorned with statuettes of the principal characters in Sir Walter Scott's poems and novels

THE STATUE OF ALLAN RAMSAY IN PRINCES STREET : Allan Ramsay's play "The Gentle Shepherd," first published in 1725, was revived at this year's Festival. Produced by Tyrone Guthrie from an adaptation by Robert Kemp, it was played by candlelight in the Royal High School

GERMANY HONOURS GOETHE

NAPLES GOES GAY

At the Festa Della Nzegna

BERLIN DRESSES UP FOR THE GOETHE FESTIVAL : These fashions were new when Johann Wolfgang von Goethe was young, but these twentieth-century students of the Berlin High School of Music revived them at a concert in the Charlottenburg Schloss in celebration of the 200th anniversary of the birth of Germany's great poet. At the piano is Professor Theodor Jacobi, High School teacher. The recital was part of the Goethe festivals now taking place throughout Western Germany and the West Sector of Berlin. Goethe was born at Frankfurt-on-Main in 1749, and in 1775 he took up residence at Weimar under the patronage of Duke Karl August

IN GOETHE'S DAY : Johann Goethe probably attended many concerts like this, where guests and performers wore knee-breeches, frilled stocks, frogged jackets and ankle-length dresses. This picture was also taken at the Charlottenburg Schloss celebrations

"KING FERDINAND IV AND QUEEN MARIA OF NAPLES" EAT AN ICE-CREAM IN THEIR STATE CARRIAGE : Two participants in the Neapolitan Festival

Naples has once again celebrated the Festival of the Dressed People (Festa Della Nzegna). The Festival stems from the sixteenth century, when a small sailboat sank off the Naples waterfront, leaving no trace except a packing-case. Dockers dived in to salvage the case, which proved to contain a painting of the Virgin Mary. Later a statue was made after the painting and garbed in vestments supplied by a Neapolitan Princess. Every August Naples repeats the diving act, the participants entering the water fully clothed—and on this day the waterfront is no place for fully-dressed people—you are liable to be heaved into the water without ceremony

On left—**THE MADONNA OF THE CHAINS :** This figure of the Virgin Mary is garbed in vestments provided by Princess Maria Christina. It stands in the church of Santa Lucia, and is supposed to be in the likeness of the portrait recovered from Naples Harbour during the sixteenth century, when the Festival came into being

THE ROYAL PROCESSION WINDS ITS WAY THROUGH THE PALLONETTO, NARROWEST OF STREETS IN THE SANTA LUCIA QUARTER OF NAPLES : This drive, by "King Ferdinand and Queen Maria" of Naples, down to the waterfront is the big event of the day during the Festival of the Dressed People which ends in water games and a good deal of good-natured frolicking. Not a few participants find themselves thrust into the water fully clothed

DEER-STALKER in GLEN FESHIE

A Shooting-Party in Central Highland

The Duke of Atholl, in conse of the unfavourable state weather for grouse shooti Monday, went to the deer up the Bruar, four or five north-west of Blair. The blowing stormy from the direction, the deer had gregated in considerable n in the corries on the Bruar and his Grace, with his gun, brought down in the of the day twenty-four h the same number of shots— which is perhaps unparall the annals of the chase.

That feat of arms was achi exactly 100 years ago b redoubtable sixth Duke of A and recorded, with due admi by a newspaper of the day is much to be doubted if any upon a comparable scale will occur again, but stalking survives into these post-war despite the opposition to b sports, and the pictures on pages, taken during a recent in the deer forest of Glen Fe in the Central Highlands than ten miles from the scen the sixth Duke's remar shoot, show the stalkers at in country of spectacular gra to the north-east of Blair A

THE SHOOTING-PARTY SKIRTS A RAVINE NEAR THE COIRE GARBHLACH: Members of the party with their assistants and their ponies traversing spectacular Central Highland scenery in the Glen Feshie Forest, which lies some 15 miles to the north-east of Blair Atholl and to the south-east of Kingussie. Glen Feshie lies beneath the 4,240-ft. Cairn Toul, in the forbidding Cairngorm range

THE MEMBER FOR ROSS AND CROMARTY MAKES A KILL: Captain John Macleod, M.P., with one of the deer he accounted for in the Glen Feshie shoot. Captain Macleod, who is greatly interested in development of Highland resources, is a specialist in hand-loom weaving. During the war he was a prisoner for five years after being captured with the 51st Highland Division at St. Valery

THE CLIMAX OF AN HOUR'S ARDUOUS STALKING: Mr. E. Ormiston (centre) w while his son Cameron spots for Mr. Ian McLeod, who is taking aim. background is a typical deer corrie of the Coire Garbhlach area of Glen

3,000 FT. UP AND 3,000 FT. DOWN AGAIN—THE RETURN HOME AFTER A DAY'S STALKING AMID THE WILDERNESS OF GLEN FESHIE: A surefooted garrow pony, trained for the task, carries one of the trophies of the chase. Holding the bridle is Sandy Whitelaw, and behind him, barelegged, Peter Allam, two Aberdeen University students on holiday who offered their services. The descent is precarious indeed, and one false step on these rugged heights could be disastrous

ON A SHOULDER OF CARN BAW—MR. E. ORMISTON, OF NEWTOWNMORE, LEADS THE WAY TO THE GLEN FESHIE DEER FOREST, BELOW THE CAIRNGORMS: Following behind are ponies and garrows (hill ponies trained for deer-carrying) in the charge of two Aberdeen University students. There is no wilder or lovelier scenery in the Central Highlands than this, and few sports offer a greater test of endurance or demand more varied skill. Glen Feshie is famed for its abundance of deer

HOME NEWS IN PICTURES

THE HOP-PICKING SEASON BEGINS IN THE KENT FIELDS: Pickers at work on a farm at Horsmonden. The hops are smaller this year than last but are described a fine, robust crop. The first report on the National Insurance draft regulations affecting occasional employment in harvesting, made by the National Insurance Advisory Committee, n recommendations concerning the hop-picker. These were to the effect that people occasionally employed will pay contributions at the non-employed rate unless they are ordinarily self-emp

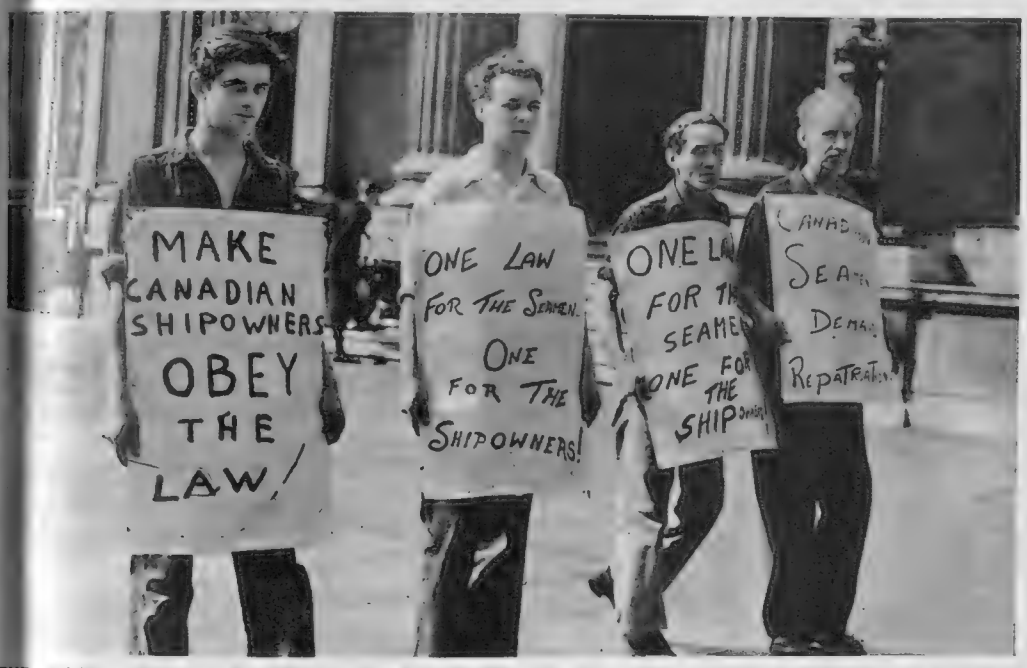
THE OLDEST RAILWAY BRIDGE IN THE WORLD: The Whitstable Historical Society has placed a plaque on the old bridge announcing that it was first used in 1830. In that year, the second oldest railway in the country was opened, running between Whitstable Harbour and Canterbury West. This was five years after the Stockton and Darlington railway—the first passenger line in the world—had opened in September 1825

THE FIRST NORTH SEA TUNNY FISH OF THE SUMMER BEING WEIGHED-IN SCARBOROUGH: Mr. Fred Taylor, a Manchester business man, with 694-lb. tunny fish which he caught 14 miles off Scarborough from scoble "Florence," skippered by a veteran fisherman, Tom Birch. were pulled for over a mile after the tunny was hooked. Left to r in the picture are—Bob Allen, boatman; Fred Taylor; the skipper, Birch; and Frank Watkinson, secretary of the British Tunny

TWO BUSES WHICH WERE INVOLVED IN SERIOUS MISHAPS LAST WEEK: Forty-four people were injured in the two accidents. *On the left*, a double-decker No. 51 bus, runn between Sidcup and Farnborough, attempted to turn and crashed under the 13-ft. headroom railway bridge in Station Road, Sidcup. The roof of the bus was ripped off and five passen were injured. Fire-engines were called up to haul it clear. *On right*—A Midland red double-decker omnibus, travelling from Birmingham to Astwood Bank, in Worcestersh overturned at King's Norton during the midday rush-hour. Thirty-eight passengers and the conductress were taken to hospital and nine had to be detained with fractures and severe

A SCHOOL IN A BARGE: Children of bargees attend the school while their families wait at the Bull's Bridge canal boats' repair depot. The school barge is on dry land. Children generally attend school only at the beginning and end of journeys. At Bull's Bridge, Southall, Middlesex, is a depot where canal boats operating on the vast network of waterways run by the South-Eastern section of the Docks and Inland Waterways Executive, can receive attention. While the boats are temporarily out of service, outstanding matters regarding the welfare of crews and their families also receive attention. A converted barge serves as a school which is attended by all children waiting with their parents at the depot for repairs or overhaul to their craft

BARGES WAIT THEIR TURN FOR REPAIRS AT THE BULL'S BRIDGE DEPOT: Here complete engine refits, welding, painting or work requiring dry-dock facilities can be effected for canal vessels



THE "LOST SOULS" OF THE CANADIAN SHIPPING STRIKE: Fifteen seamen, representing seventy men of the crews of the Canadian ships picket Canada House. After "camping out" on the main staircase, they marched up and down bearing placards with the words "One law for the seamen —one for the shipowners!" and "Make Canadian shipowners obey the law!" The men maintain that their employers refused to repatriate them when they were unable to get jobs on Canada-bound ships

SURVIVORS OF THE U.S. SUBMARINE "COCHINO" IN THE SICK BAY OF THE U.S. EMBASSY IN LONDON: All officers and men of the "Cochino" were saved, but a civilian technician on board was lost and six of the crew of the U.S. Submarine "Tusk," which went to the rescue, perished. The *Cochino* was on a routine cruise outside Norwegian territorial waters when the mishap occurred. She sank in thirty minutes after a series of explosions gutted her battery room. The *Tusk* pulled alongside after the first explosion and threw lines to the sinking vessel. A high sea was running and twelve men fell into the water, of whom six were rescued. Mr. Philo, the technician, was washed overboard while attempting to cross the gang-plank

NEW UNIFORMS FOR SCOUTS: Lady Cubmaster Doreen Fewtrell; Cyril Goodhind, in Scoutmaster's uniform, and Ronald Wellstead, patrol leader of Walthamstow, wearing the new berets. Note also the long trousers worn by the Scoutmaster. The committee of the Council of the Boy Scouts' Association has announced that the changes in uniform will take effect from the beginning of next month. The famous Baden-Powell hat, used for over forty years, is retained, but scouts over fifteen years old may wear the beret on informal occasions, and lady cubmasters may wear berets at any time. For scouts over fifteen, and senior scouts, the berets will be maroon in colour; for Rover scouts and all other scouters—lady cubmasters, commissioners, non-executive and honorary ranks—they will be scout green. Encouragement is given to the wearing of trousers by scouters

LOADING MEAT ON TO A REFRIGERATOR SHIP AT THE ROYAL ALBERT DOCK: A load of Argentine beef, brought by barge from the "Hanby Grange," is swung aboard the 8,115-ton refrigerator ship "Pakeha." She is one of the first two ships chartered as a floating store for meat supplies. The second ship, the 6,817-ton "Norman Star," is, at present, in reserve. Rising imports and the abnormal home-killing of cattle due to the drought and scarcity of feeding stuffs, has filled cold-storage depots to capacity and the Ministry of Food has taken over two refrigerator ships to store the overflow

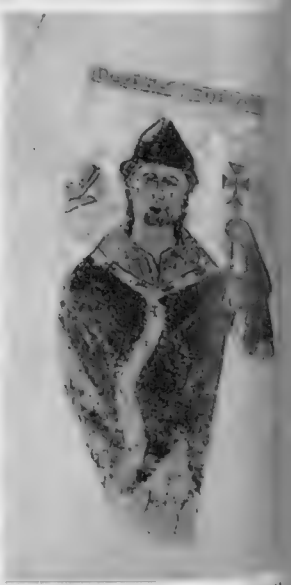
TWO CATHEDRALS IN DANGER

THE CENTRAL TOWER OF WORCESTER AND THE CENTRAL SPIRE OF LICHFIELD

An Ancient Essex Church Appeals for Funds

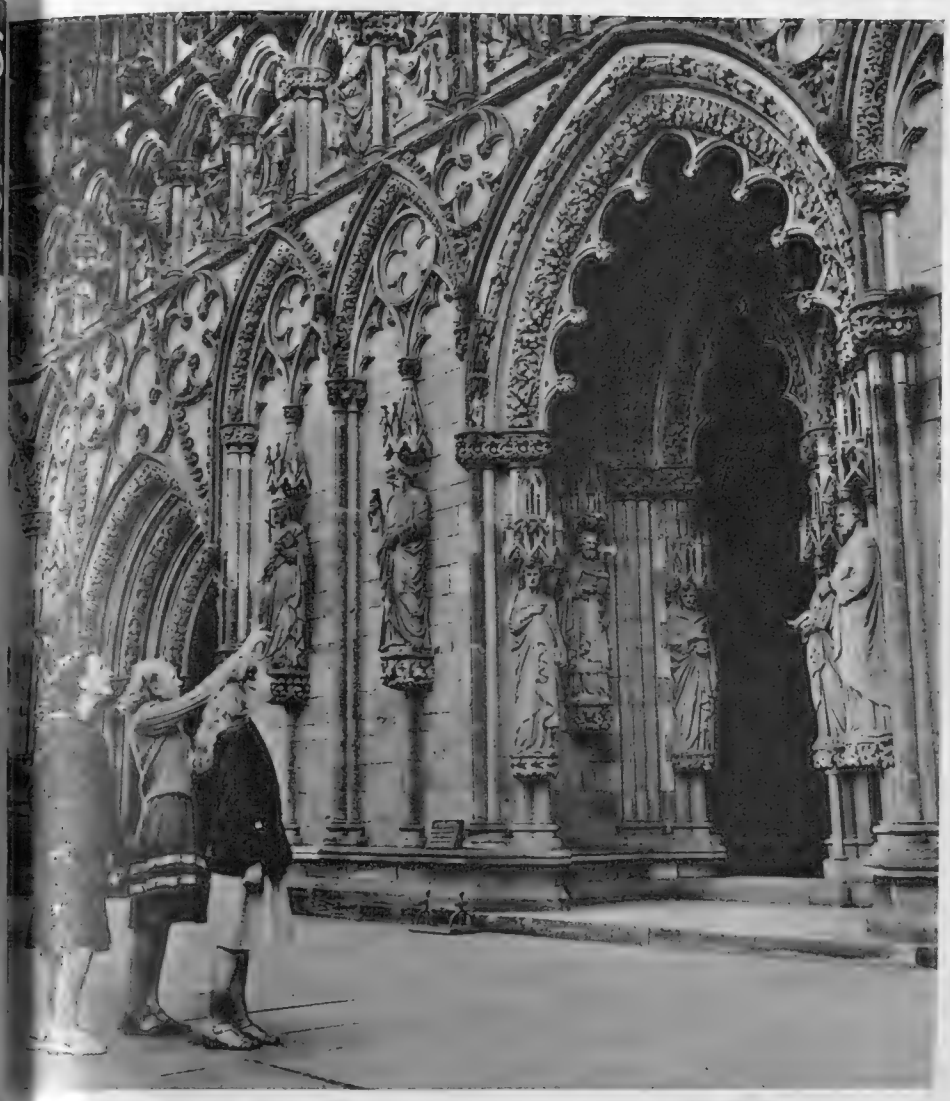
WORCESTER CATHEDRAL TOWER IN DANGER: Two pinnacles of the central tower are on the verge of collapsing, and 80 tons of masonry may fall to the ground unless immediate repairs are carried out. The discovery was made at the end of August by the Cathedral Clerk of Works, and orders were at once given to stop all bellringing lest the vibration of the tower should shake the pinnacles off their piers. The work of repair has already begun and will take about two months. The long spell of extreme heat during the summer has caused iron clamps holding the tracery together to corrode and swell, cracking it and lifting the 40 tons of solid stone above. Large pieces of stone have already fallen out of the tracery and damaged the roof below. Cross pieces in the mullions are missing and others are worn by the weather to a travesty of their former shape. There are large gaps where the pointing has gone, and the swollen iron can be seen within. Overhauling the pinnacles is only one part of a large scheme of repair to the tower

RENOVATING A TWELFTH-CENTURY ESSEX CHURCH: The rest... LIC... chancel of the ancient parish church of St. James-the-... at Hadleigh. Since repairs were begun the ori... estimate for restoration has increased to well over £3... and an appeal is now being made for further fu... The church was among the first churches in England to s... from enemy action, and it underwent frequent bombardm... Neglect and the wear and tear of the years have also added t... dilapidations, and the present repairs include the comp... stripping and retiling of the roof, the restoration of the s... work round the windows, extensive repairs to the west w... and repairs to the organ. Hadleigh Parish Church is a comp... Norman church, built of Kentish ragstone, c. 1140. T... sanctuary is a Norman apse, one of ten remaining in E... The nave contains six Norman windows. The window n... the pulpit is an early thirteenth-century lancet window, and ... second window on each side is fifteenth-century. In the s... of the window near the pulpit is a wall painting of St. Tho... of Canterbury, wearing vestments and mitre, carrying a c... and raising his hand in blessing. The lower part of the fi... has disappeared because, prior to the Reformation, part of t... window was cut away to erect a wooden staircase, now rem...



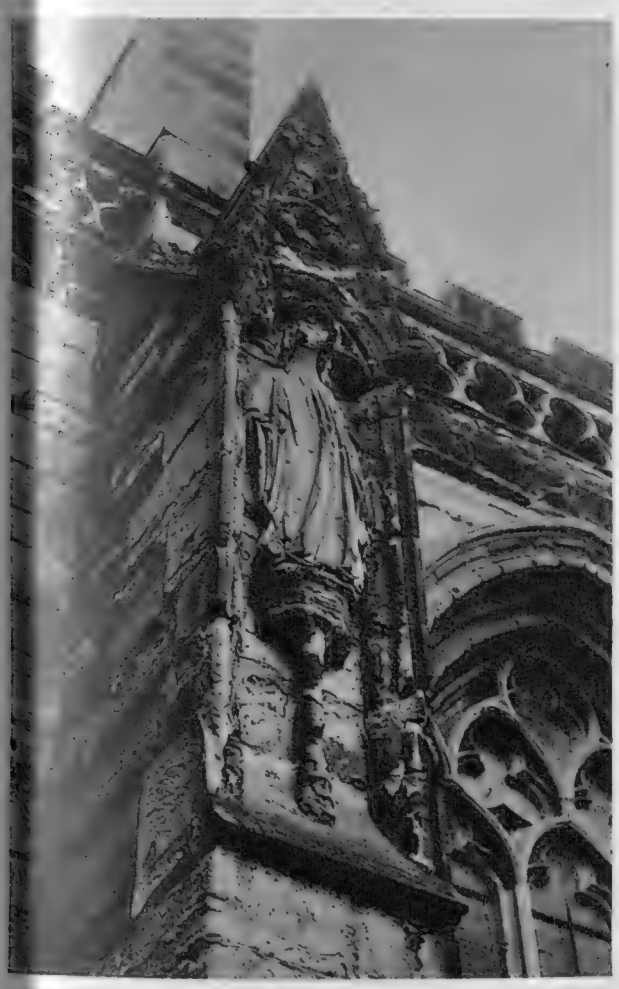
ST. THOMAS OF CANTERBU... This ancient wall painting in H... leigh Parish Church, Essex, shows ... saint, wearing vestments and m... carrying a cross and raising his ... in blessing. It was discovered in 19... The painting is dated 117...

On left—**HADLEIGH PARISH CHUR... WITH ITS ROOF RETILED: T... church of St. James-the-Less ... it appears to-day with part ... the task of restoration compl...**



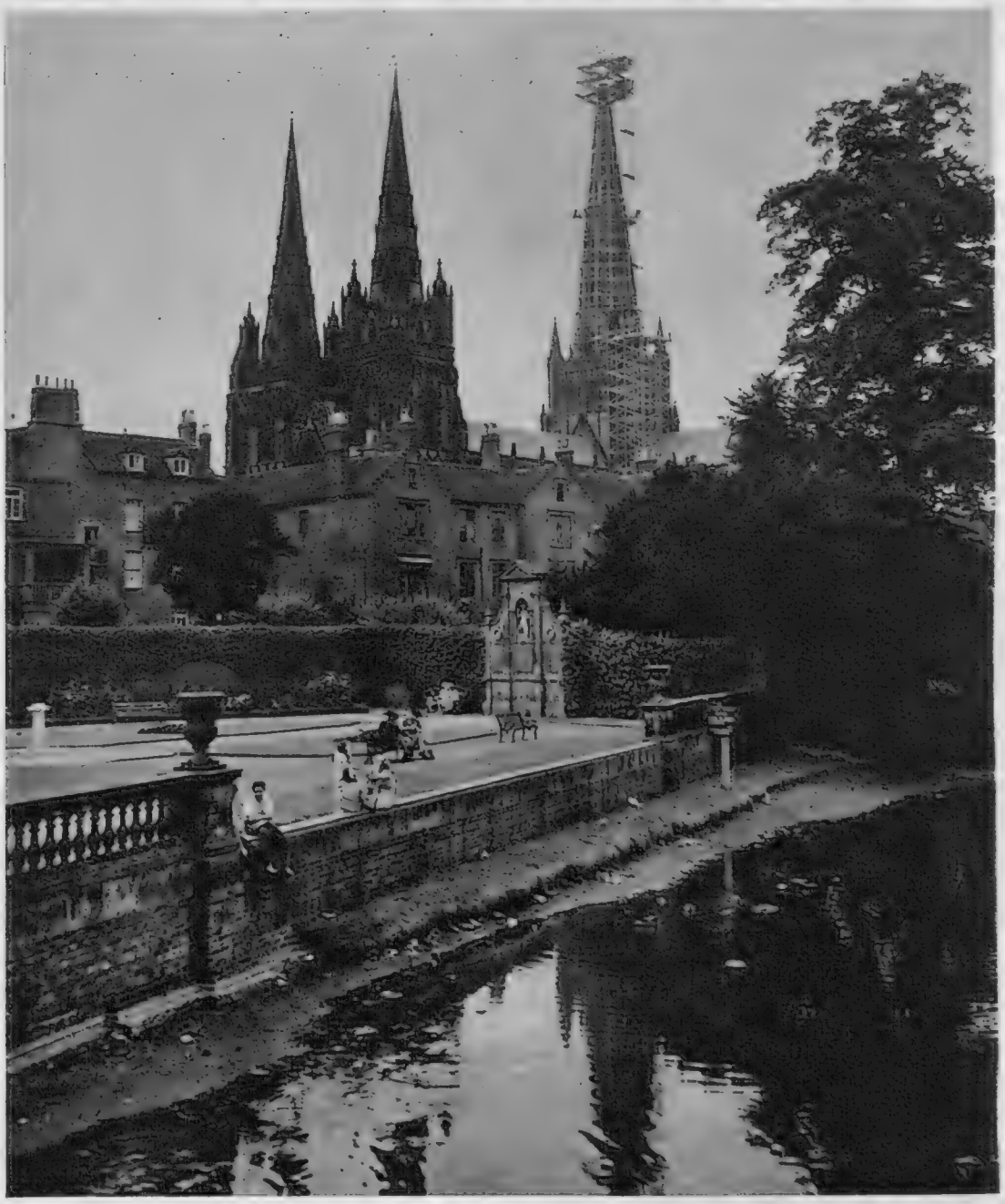
LICHFIELD'S CELEBRATED WEST FRONT: Visitors admiring the saintly figures which adorn the main entrance to the thirteenth-century shrine. Lichfield, like Worcester, is now in the repairer's hands, the central spire being in danger

THE CENTRAL SPIRE OF LICHFIELD IN SPLINTS: Since the discovery of the damage to the spire, steel scaffolding has been erected at a cost of £1,000, and in due course the two top string courses will be rebuilt



DEFACED BY A CANNON-BALL FROM CROMWELL'S ARTILLERY: One of the statues on the south wall of Lichfield Cathedral. It was damaged during the siege of Lichfield in 1643

One windy afternoon, Mr. W. A. Bee, Head Verger at Lichfield Cathedral, was astonished to see the cross on top of the 258-ft. central spire swaying to and fro in the breeze. A steeplejack was sent for and he reported that the top 20 ft. of the spire was in danger of collapsing at any time. A firm of reconstruction engineers was at once given the task of rebuilding, and to-day the spire—one of the most famous in England—is surrounded by scaffolding and steeplejacks are removing the dangerous masonry. Dr. Iremonger, Dean of Lichfield, says the work of restoration will cost thousands of pounds—"how many thousands we have as yet no idea." Patchwork, he says, would be useless. "There is nothing for it but to pull down and rebuild the two top string courses"



THE THREE "LADIES OF THE VEIL": The three towers of Lichfield, the largest of which is now clothed with scaffolding for the emergency repairs. The Cathedral was built in the thirteenth and fourteenth centuries, but the central spire was destroyed during the Civil War. Its restoration in 1661-91 has been attributed to Wren. Dr. Iremonger, Dean of Lichfield, is launching a nation-wide appeal for funds

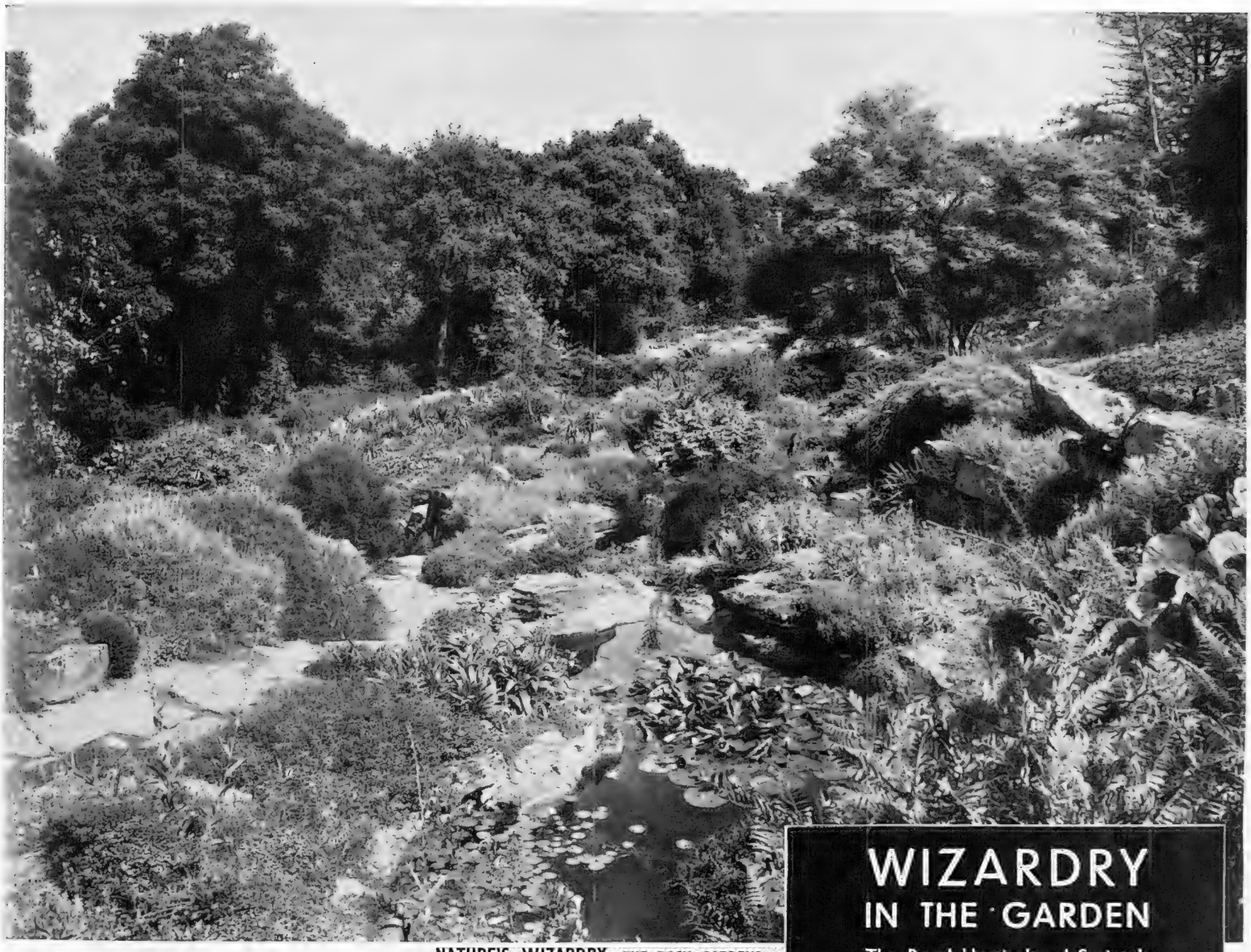
ALL AROUND HIM ARE SAINTS AND APOSTLES : Mr. Samuel Clarke, who has been a stonemason for twenty-four years and who is of the third generation of his family to work in the studio, engaged in carving a mural war memorial tablet. He is one of the many skilled men in the Lichfield firm of Robert Bridgeman now busily engaged on tasks in connection with the restoration of blitzed churches. All around Mr. Clarke are plaster-of-Paris models used in the firm's work

GIVING NEW LIFE to BLITZED CHURCHES

A Lichfield Firm and Its Post-war Task

Many blitzed churches are now being paid compensation for war damage, and orders for new fittings are being placed every day. In the ancient cathedral city of Lichfield the firm of Robert Bridgeman is fully engaged on this task of renovation, fulfilling orders for pews, pulpits and altars and giving new life to fine old sculptures. It is work for the expert cabinet-maker and the skilled mason, men who put warmth and feeling into their work, who have a sense of tradition. It is good to know that it is not only the old hands who play their part at the Bridgeman workshops, young men, like nineteen-year-old Harry Comley, being entrusted with tasks of high responsibility.

On right—**SCULPTURING A FIGURE OF CHRIST FROM PORTLAND STONE : Mr. Harry Comley engaged at Bridgeman's works**



WIZARDRY IN THE GARDEN

The Royal Horticultural Society's Wisley Testing Ground—A Master of Chrysanthemum Culture

NATURE'S WIZARDRY—THE ROCK GARDENS AT THE ROYAL HORTICULTURAL SOCIETY'S TESTING GROUND AT WISLEY: The gardens at Wisley were inaugurated in 1903, and at the laboratory and research station there important horticultural experiments are carried out

AS SUMMER TURNS TO AUTUMN: A glorious display in the Royal Horticultural Society's Gardens at Wisley, Surrey. The old-world building in the background, as typically English as the gardens themselves, is a laboratory, not a private residence as it appears to be

AN ARTIST AT WORK: Mr. John Woolman, well-known Warwickshire nurseryman, pollinating a Rob Roy type chrysanthemum of his own creation with the aid of a camel-hair brush and a watchmaker's eyeglass

CHOOSING CHRYSANTHEMUMS FOR POLLINATION: Mr. John Woolman (right) and an assistant at work in a greenhouse at Knowle, Warwickshire, with some of their prize blooms. Mr. Woolman, regarded as the outstanding British authority on chrysanthemums, is carrying out an experiment unique in horticultural history, in an attempt to produce a new race of flowers by "shock treatment." He is hoping to change the hereditary characteristics of some of his finest chrysanthemum creations and to produce magnificent new plants. Mr. Woolman has experimented on a group of chrysanthemums by placing them in a temperature of 80 degrees for three weeks and then thrusting them into a refrigerator. Another group he immersed in a chemical solution which, he says, "must have shaken them to their foundations." Mr. Woolman, the principal of a firm of Birmingham nurserymen, has in fifty years created more than 1,000 new types of chrysanthemums, all of which are registered by the National Chrysanthemum Society in London. He is recognised as one of the leading half-dozen chrysanthemum growers in the world. Mr. Woolman's firm despatches 1,250,000 chrysanthemum blooms every year to buyers all over the world. The finest bloom he has ever created, which has taken numerous prizes is called the "Edith Woolman," a tribute to his wife

THE TOURIST AND THE 5s. MEAL

Some Thoughts on the Problem of Catering for the Foreign Visitor

By CHARLES GRAVES

THE holiday tourist season is now approaching its last two or three weeks, and according to the Travel Association of Great Britain, over 380,000 people have visited us from overseas up to September 1. But of these one in five are French and Italians, whose soft (and limited) currency is of no great interest to the Chancellor of the Exchequer. Other figures are that of the 82,000 visitors in July, 19,000 were Americans, compared with 14,000 last year, and it is estimated that each of them spends, on an average, £100 while they are over here, as compared with £150 by the average Canadian visitor, £200 by the average South African and Australian visitor, and £125 by the average British visitor who has made his home in the United States.

How on earth these figures can be arrived at or checked, I simply do not know. Similarly, it seems quite impossible to prove that the Travel Association of Great Britain is either right or wrong in its assumption that Americans spent the equivalent of £5,500,000 worth of dollars in this country during July and August. Actually the vast bulk of Americans over here are students, teachers and other lower income-tax groups who have scraped up for years to visit their relatives or to give themselves a cultural background. How many of them will come here again? And what stories will they have to tell of English hotels and of the price of drinks? In my opinion very few of them will come back again, and most of them will advise their acquaintances to avoid England and go straight to the Continent, unless they want to reduce weight and go on a diet.

True, the lack of solid food like steaks and chops in this country cannot be remedied, but the Catering Wages Act could certainly be altered. At present there is a group of Members of Parliament, headed by Mr. Charles Taylor, M.P. for Eastbourne, who are doing their best to modify some of the regulations. Much has been written about this unfortunate piece of legislation, but its real implications have only been felt this summer. As the proprietor of the Bedford Hotel, Brighton, was telling me, for example, "Hotel-keepers cannot possibly give the service that they know they ought to give to their guests in this country—and, of course, would like to give to their guests. A hotel is not a factory, and personal service cannot be regulated by rules, however admirable they may be for factories. Can a housewife run a home on a rigid eight-hour day? And yet a hotel is nothing more than a large home." He went on to tell me that owing to the Catering Wages Act he now has to employ a staff of 120 instead of a staff of eighty. This huge increase in his overheads makes it impossible for late suppers to be served, because that would entail a still larger staff.

The effect is immediate. Americans who might otherwise have spent the better part of a week in Brighton now motor over to Newhaven and take the boat to Dieppe and the Continent within forty-eight hours of their arrival. All which, of course, also applies to British holiday-makers, who have discovered that even £50 will go much farther on the Continent than £100 in this country. On the Continent many of the small hotels are run by families, who can therefore give far better value for money than in England, where waiters receive a minimum of £4 8s. and have also to be fed by the management. True, the Catering Wages Act only says that 12s. a week need be paid for a waiter's food; in fact, however, they cost at least 30s. a week apiece. What is more, with their tips they are earning £700 to £800 a year—more money than the heads of departments, like catering managers and chefs. In spite of all this, there is now a glut of hotel staff looking for jobs, although three months ago they were difficult to find. This is largely due to the inability of the small inns to continue catering and providing accommodation, owing to the Act. Many of them are now reverting to their previous function of merely serving drinks and snacks, and are thus releasing large numbers of waiters, chambermaids, and the like.

Another difficulty felt by hotel-keepers all over the country has been the Purchase Tax. On the one hand, the Board of Trade and the British Tourist Board are most anxious for the hotel industry in this country to earn as many dollars as possible; on the other hand, the Purchase Tax makes hotel replacements fantastically expensive. A few comparisons will suffice. A scrubbing-brush which cost 6d. pre-war now costs 2s. 6d. Broom-handles have jumped from 1½d. to 1s. 6d., toilet rolls have leapt from 4½d. pre-war to 1s. 3d. Obviously one cannot lay all this at the door of Purchase Tax, but hotel-keepers and restaurateurs ought to be given some relief for the tools of their trade. In fact, of course, Purchase Tax is remitted to overseas visitors. If this is possible, it should also be possible for hotel-keepers to have a rebate.

It should also be possible for visitors from the hard-currency countries like the United States, Sweden, Canada and Switzerland to be freed from the ridiculous 5s. maximum for a meal. One knows that the higher-grade restaurants and hotels are allowed to make a surcharge for dancing and other overheads, but nothing is more irritating than to have the price of an inferior meal bumped arbitrarily to double the original 5s. Admittedly there are heavy increases—up to 18 per cent.—in the charges of French and Italian hotels. But at least the visitor can order what he likes and get it.

Most people who have returned from their holidays on the Continent this year will tell you that they have actually lost weight instead of gaining it; that is because they have been eating meat instead of starch.

This equally holds good for Ireland, where meat is abundant and where there is no difficulty about currency restrictions for the British. No wonder that many of the best-trained British hotel employees have migrated to Ireland; nor is it any wonder that Americans, particularly those with Irish blood in them, are also spending a great many dollars there.

The Automobile Association will tell you that more British motorists have crossed the English Channel or St. George's Channel this year than ever before. The result is that even at the peak of their season any big resort like Brighton is only two-thirds full, in spite of race meetings, County cricket, League Soccer matches, yacht-racing, dog-racing, ice-hockey and at least four golf courses. As a result, the season at Brighton, for example, will end in three weeks, the piers going back to their winter schedules; the bands will stop playing, and the through trains from the North, the Midlands and the West will be withdrawn.

There is no doubt that the Catering Wages Act is strangling British holiday resorts. Hotels have to lay-off their employees for many months at a time, with the result that the few hotel guests who do return to a particular hotel usually find that their favourite waiter has gone. In the old days hotels used to keep their staffs throughout the year; to-day there is a constant change, and the type of guest who likes to go where he is known, is disappointed.

For this, the Travel Association of Great Britain cannot be blamed. Sir Alexander Maxwell has done his best to persuade the Government to make alterations, particularly in connection with the 5s. meal. If, of course, the pound is devalued in the near future, there will be an extra inducement to Americans to come and have a holiday on the cheap in Great Britain; but goodness knows what the hotels will be able to serve for 5s. if the purchasing power of the pound is still further reduced.

It has just been officially announced by the French Government that over 3,000,000 tourists have visited France this year, leaving behind them £47,000,000 worth of francs already. This is a remarkable contrast with even the most extravagant claims of the French Tourist Board. But it is comparatively easy to explain. French hotels give a 10 per cent. commission to all travel agencies all over the world who send guests to them. This 10 per cent. is not merely based on the cost of the bedroom but also on the food and drink consumed by clients. No wonder that American and other travel agencies encourage their customers to spend as much time as possible in France—or in Italy, where similar arrangements are made in their favour.

HALL'S CROFT, THE ONLY HISTORICAL BUILDING WITH SHAKESPEAREAN ASSOCIATIONS IN STRATFORD HITHERTO NOT BELONGING TO THE SHAKESPEARE TRUST, BUT NOW ACQUIRED BY THE TRUSTEES: Kathleen Lloyd, a Bournemouth artist on holiday at Stratford, is seen painting outside Hall's Croft. It was the home of Shakespeare's daughter, Susanna (1583-1649). Susanna married John Hall, a Stratford physician, and their daughter, Elizabeth, who married Thomas Nash, and secondly Sir John Barnard, was Shakespeare's last surviving descendant. Susanna and John Hall are commemorated near Shakespeare at Holy Trinity, Stratford. Apart from its associations Hall's Croft is a building of outstanding character and charm

IN THE GABLED COURTYARD OF HALL'S CROFT, SITUATED IN STRATFORD'S "OLD TOWN": The picturesque sixteenth-century home of Susanna, Shakespeare's daughter, and John Hall, the physician. Shakespeare had two other children by Anne Hathaway, the twins, Hamnet (died 1596) and Judith (died 1652)

making useful things beautifully...

THIS TEA & COFFEE SERVICE IN STERLING SILVER WHICH CAN BE SEEN NOW IN MAPPIN & WEBB'S SHOWROOMS IS ONE OF MANY LOVELY DESIGNS FASHIONED WITH CARE BY CRAFTSMEN WHO HAVE DEVOTED A LIFETIME TO THE ART OF MAKING USEFUL THINGS BEAUTIFULLY.

MAPPIN AND WEBB

LIMITED

LONDON SHOWROOMS :

156-162 OXFORD ST., W.1 2 QUEEN VICTORIA ST., E.C.4 172 REGENT ST., W.1

SHEFFIELD: SHOWROOMS, NORFOLK ST., MANUFACTORY, QUEEN'S RD.

PARIS BIARRITZ BUENOS AIRES RIO DE JANEIRO JOHANNESBURG BOMBAY

LIGHT UP YOUR OWN GOOD LOOKS

For visible results tomorrow...

To-night, take soft, rich Yardley Night Cream on your finger-tips, and with gentle upward and outward movements smooth it into your skin until you feel a delicious glow. Much will be absorbed and you can remove what remains. There's no need to go to bed with a greasy face! In the morning, you'll wake with a skin visibly softer, more alive—a skin on which your make-up looks far more attractive. Such results make you eager to use Yardley Creams regularly—and put your best face forward every day! *Price including p. tax 6/6*

YARDLEY

33 Old Bond Street, London

THE WISE MAN

Having purchased a Burberry suit of most excellent quality, and fitting perfectly, he is taking no risk of its losing any of its satisfying qualifications.

He therefore carries his light Burberry Weatherproof knowing it will give him ample protection should the weather change.

He is wise in his selections and he is wise in his procedure.

SUITS

Try them on and make your decision whether you purchase or not. £25.9.4

BURBERRYS

HAYMARKET, LONDON, S.W.1

Telephone: WHitehall 3343

BURBERRYS LTD.

The World of Books—By VERNON FANE

THE THRILLING YARN OF A GERMAN TRAMP

Andrew Geer's New Novel has all the Ingredients of "A Rattling Good Tale" of the Sea

MOST readers of fiction in this country are inclined to like a good story—or "rattling good tale"—about a ship, and this week it is a novel of Mr. Andrew Geer's that fills the bill. In fact, THE SEA CHASE (Collins. 10s. 6d.) is so exciting and so well told that I could only regret that the author had chosen to write about a German tramp steamer with a German captain as courageous as he was resourceful, and not about a British tramp.

It is true that the captain is shown to be brutal, heartless and cynically ambitious for his personal glory, and that the German crew include a traitor and two spies, but the main effect is one of an heroic struggle against terrible odds, and I am chauvinist, or nationalist, or just plain intolerant enough to wish that the heroism could have been attributed to citizens of a more agreeable country. Even the young British naval officer who has a personal vendetta against the *Ergenstrasse* and its commander, is shown to be more or less hysterical in his pursuit of vengeance.

In the end, of course, all is presumably made well by the capture and sinking of the old ship off the coast of Norway, and the shooting of the captain, but by then one's interest has wholly, and cleverly, been concentrated on the ship's making Hamburg, and there is an unwilling disappointment about its end. Apart from that, it is a first-rate sea story without a dull moment that I could discover, and with the authentic sense of adventure that sets a book of this kind apart from its more reserved or more contemplative fellows.

THE MIRACLE AT CARDENRIGG (Gollancz. 9s.) is an adventure story too, but it is mainly of a spiritual adventure that Mr. Tom Hanlin writes. In a Scottish mine—an old one and no safer than age and mediocre equipment can make it—there is a burst of water on one of the levels, and the news, magnified by rumour, flies round the village. Working at the brickworks which also supply the livelihood of some of the men and the women of the locality, is a young girl, Maria, in love with a shiftless miner who is one of those trapped behind a fall of rock in the mine. Maria loves him, but she is a devout Catholic, and has vowed herself to a convent life.

When it is proved that there are men in the mine in imminent danger of drowning and suffocating, and that the arrangements for their rescue are inadequate, a mob rushes the gates, but Maria, though she is thrown down and killed under their feet, has accomplished a miracle through her faith: the water-level has subsided and the men come out of the mine, saved and unhurt. There is a faint chance of a logical explanation of the miracle, and this is the loophole that Mr. Hanlin leaves for the more sceptical of his readers, but the actual moment of deliverance and the turn of the physical situation remain inexplicable, except as a miracle produced by an act of absolute faith.

After his two enormously successful plays, no one should be surprised that Mr. R. F. Delderfield has produced an accomplished novel, but at least it can be said that the subject-matter of SEVEN MEN OF GASCONY (Werner Laurie. 10s. 6d.) was not what one would casually have expected from the man who wrote *Worm's Eye View*. Mr. Delderfield has chosen as his theme the fortunes of a group of men in Napoleon's Grande Armée, and has followed them from Vienna in the days of the Emperor's greatest military triumphs, through the Spanish and Portuguese campaigns, through their experiences as prisoners of war in Devon and, having escaped, as victims of the terrible Russian campaign and the retreat from Moscow till, after Waterloo, there is only one survivor of the original seven.

This book is a commendable feat of research, but, more than that, it is immensely readable, and it shows the soldiers of the *petit caporal* as they fought and died for him in their own detachment of sharpshooters, some of them bewildered and some of them content with what they regarded either as the inevitability or the glory of their fate. Throughout, these seven men are people, not pasteboard, and I must say that I read their saga, in which marshals and generals appear and are admired or despised strictly according to the standards of private soldiers, with a lively and appreciative interest.

THE KING AND THE CORPSE (Michael Joseph. 8s. 6d.) is a murder mystery, but it is also good fun. Mr. Max Murray appears to have the knack of such things, and knows how to combine a perfectly ingenious crime with the lightness, occasionally verging on flippantness, of the conversations of four attractive young people, of whom one happens to be a temporarily dethroned king. His friend and constant companion is an Englishman of his own age, and there are two extremely personable young women who are, shall we say, popular with both young men.

The setting is a little town in the South of France at the height of the summer season. The king lives in his yacht a little off-shore, with his mother, the queen, and from this floating base he tinkers with and sells expensive motor-cars for a living. In fact, he makes quite a good thing out of it, but nevertheless regards it only as a stepping-stone, or as a means of survival till he can get back to his throne. For this attitude he has to endure a good deal of good-natured ragging from his three English acquaintances, but somehow retains his dignity and regains his throne.

The murder itself, of a sordid and portly blackmailer found dead among other supine sunbathers, might be thought to be extraneous to the young king's story, but Mr. Murray has managed to tie up that problem, and the result is a book that will give you real entertainment.

THE TOP-HATTED ALE-TASTERS OF ASHBURTON: These traditional functionaries, appointed by the Court Leet, still make their rounds, carrying out their duties of sampling the ale at all taverns in the town. Here they are at the Golden Lion at Ashburton with mine host

Miss Pearl S. Buck's new volume of short stories, FAR AND NEAR (Methuen. 9s. 6d.), swings between the East and the West in its settings, and between the acute and the banal in its execution. It always seems that there is nothing from this author's pen that is not easily and smoothly readable, and perhaps it is this apparent facility that spoils the reader and makes him lazy. Two of the stories in this collection nevertheless stand out above the polished and urbane level of the others, and these are *Enough for a Lifetime*, in which a timid little missionary in Peking has her one hour of glory, even of beauty, when she plays Elizabeth Barrett Browning in amateur theatricals, and *Mother and Sons*, which shows the nearly tragic effects of a mother's partiality.

NO LONGER WINGS TO FLY (Hamish Hamilton. 9s. 6d.) is a document, simply expressed without literary pretensions, and very, very moving. In it Mr. James Kinross has described with deliberate and conscious calm and objectivity, the stages of his fight against tuberculosis—a fight which he won, in the hope that it will be a source of courage to others.

Mr. Kinross was a young man when he came back from a German prison camp to be told that he was suffering from tuberculosis and that, instead of the month or two of leave that he had expected, he was to go straight into hospital and later to a sanatorium for treatment. It was a bitter blow, and at first it nearly made him despair. If he had known of the operations involved, and the two years that he must spend in bed, the dispair might have been complete. But gradually his control and his spirit returned to him, and with them the beginnings of a philosophy.

It used to be fashionable to admire Mussolini because he made the trains run to time. To-day the affections of such leaders of thought seem to be centred upon Franco. It is strange to see Mr. Bernard Newman in MEDITERRANEAN BACKGROUND (Robert Hale. 16s.) joining in the chorus, even though his adulation is laced with some astringent observations.

Stranger still, from the creator of Papa Pontiry, do we understand "France is so weak in her internal divisions that she cannot take her proper place as a leader of nations."

When Mr. Newman gets away from Western Europe and upon the outer fringes of the Mediterranean, he becomes less didactic, more observant and positively entertaining. His chapters on Yugoslavia and Albania, for instance, show a great measure of perspicacity, for they must have been written some time before the events which are now proving Mr. Newman right.

TIME ONLY TO LOOK FORWARD (Kaye. 21s.) is a collection of the speeches of the Earl Mountbatten of Burma while he was Viceroy and subsequently Governor-General of India. The title is taken from his last speech as Viceroy and in a sense it epitomises the spirit in which he accomplished his now-historic mission. Speeches do not always read well, but these are exceptional: so was the occasion; so was the man.

HENRY JAMES, THE TRAVELLER

In Touraine, Languedoc and Provence

Messrs. Home and Van Thal are to be congratulated on reviving interest in these half-forgotten essays.

In his heyday Henry James enjoyed a vast reputation as a novelist, a modern among the moderns, with a flair for the delineation of character. To supply material for his genius James made observation his slave, and to the end of his days he was an inveterate traveller. Even when he was in his sixties, and felt his range of subject was becoming limited, it was a tour of America which he chose as the means of setting his "twin demons of observation and imagination" at work again. But his first love was France, and in 1857, when Henry James was only twelve, his family came to spend the summer at Boulogne. This early stay in France probably decided young James that Europe had a quality with which the great, rough America could never compete, and in 1869 he began his European travels in earnest. In 1882 he made a six-weeks autumnal tour of Touraine, Languedoc and Provence, writing his impressions in the form of articles for *Harper's Magazine*, and these, under the title of A LITTLE TOUR IN FRANCE (Home and Van Thal. 15s.), are now republished, with an introduction by Michael Swan, in a most pleasing edition, well bound, well printed and elegantly presented. These chapters on the smiling, serene château country of the Loire, and the great Roman towns of the "deep south," Arles, Carcassonne, Nimes, Orange, and Avignon, bear none of the stamp of hastily-written, day-to-day journalism. They are charming essays, with a wealth of digression amid a deal of architectural detail which somehow does not pall, and they are full of human and intimate touches, as witness the expression of a faint distaste for thrice-visited Avignon, not because it was tourist-ridden (that is a complaint of our own day) but because it rained abominably on the first occasion, and on the second occasion the author was en route from Italy to England via the Rhône Valley and, being disgruntled at the curtailment of his holiday, was in no mood for the Palace of the Popes and certainly not for any hero-worshipping at the neighbouring shrine of Petrarch and Laura. It is all most entertaining, and

In 1827 a modest, pocket-size volume entitled *Letters from the Bahama Islands Written in* 1823-24 was published in the United States by a firm of Philadelphia printers. Its 207 pages, printed in small, neat type, contained twenty letters describing a stay of several months at Nassau. Although the book appeared anonymously, its authorship is attributed to a Miss Hart, of whom apparently nothing but her surname is known. LETTERS FROM THE BAHAMA ISLANDS (John Culmer. 18s.) are now republished after a lapse of 122 years. They would seem to have the authentic touch, and many will enjoy the accounts of balls and receptions, of dinner-parties, of carriage drives and visits to plantations. The story of a Bahama hurricane is written powerfully, with something of the descriptive genius of Pierre Loti.

A few weeks ago it seemed that Strasbourg, at what the Romans called "the cross-roads of Europe," had staked a real claim to be the capital of Europe. There are rivals, however, in Baden-Baden, French Zone of Germany; Turin, where a fully-equipped Parliament has apparently been vacant since the days of Sardinian dominance in North Italy; Spa, health resort in the Ardennes, Luxemburg; and, of course, Monte Carlo, in the not-so-prosperous Principality of Monaco. Now comes Pelham Burn in his new book, PEACE—IS IT IMPOSSIBLE? (Century Press. 12s. 6d.), with the suggestion that London, the cosmopolitan, should be the European capital. In his familiar conversational style, giving free play to the pros and cons of healthy argument, Mr. Burn makes it plain that Britain has an opportunity of taking her part in the future "in two quite different conglomerations of peoples," both with the peoples of Europe and the peoples of the Commonwealth. "The only thing she can't do," he declares, "is to remain isolated." This is a timely book, ranging far and wide over the problems of the post-war world, and Ann, George and Maitland, who do all the arguing at Mr. Burn's bidding, become stamped in the reader's mind as well-defined and likeable, if not very profound, personalities. They seem to agree that one day we shall all have to become world citizens, but they are not quite so certain about London's role as a Continental capital.

Mary Bard is the sister of the witty and irrepressible Betty Macdonald, author of *The Egg and I*, that diverting best-seller of the world of domesticity. Less witty, but no less irrepressible, Mary Bard is the author of THE DOCTOR WEARS THREE FACES (Hammond and Hammond. 10s. 6d.). In it she tells us what a thankless task it is to be a doctor's wife and makes it plain that she would not change her lot for any other woman's. She certainly extracts some humour from her daily routine, not all of it in the best of taste, and she operates on the medical profession well and truly.

Charles Seltman's essay, MASTERPIECES OF GREEK COINAGE (Bruno Cassiver: Oxford. 21s.), is accompanied by illustrations of surpassing excellence. The enlargements of some of these classic coins make it possible for the layman to appreciate their artistry, for few of us care to examine art through a magnifying-glass.

A. E. Coppard, Thomas Hardy, Richard Jefferies, Neil Bell and Sir Arthur Quiller-Couch are among the great names past and present included by Lewis Wilshire in his anthology, WEST COUNTRY SHORT STORIES (Faber and Faber. 12s. 6d.). Mr. Wilshire has chosen for the most part tales with a truly regional setting and characterisation.

H·M·V H·M·V

THE GRAMOPHONE COMPANY LIMITED
SUPPLIERS OF GRAMOPHONES, RECORDS

BY APPOINTMENT

RADIO AND TELEVISION APPARATUS
TO HIS MAJESTY THE KING

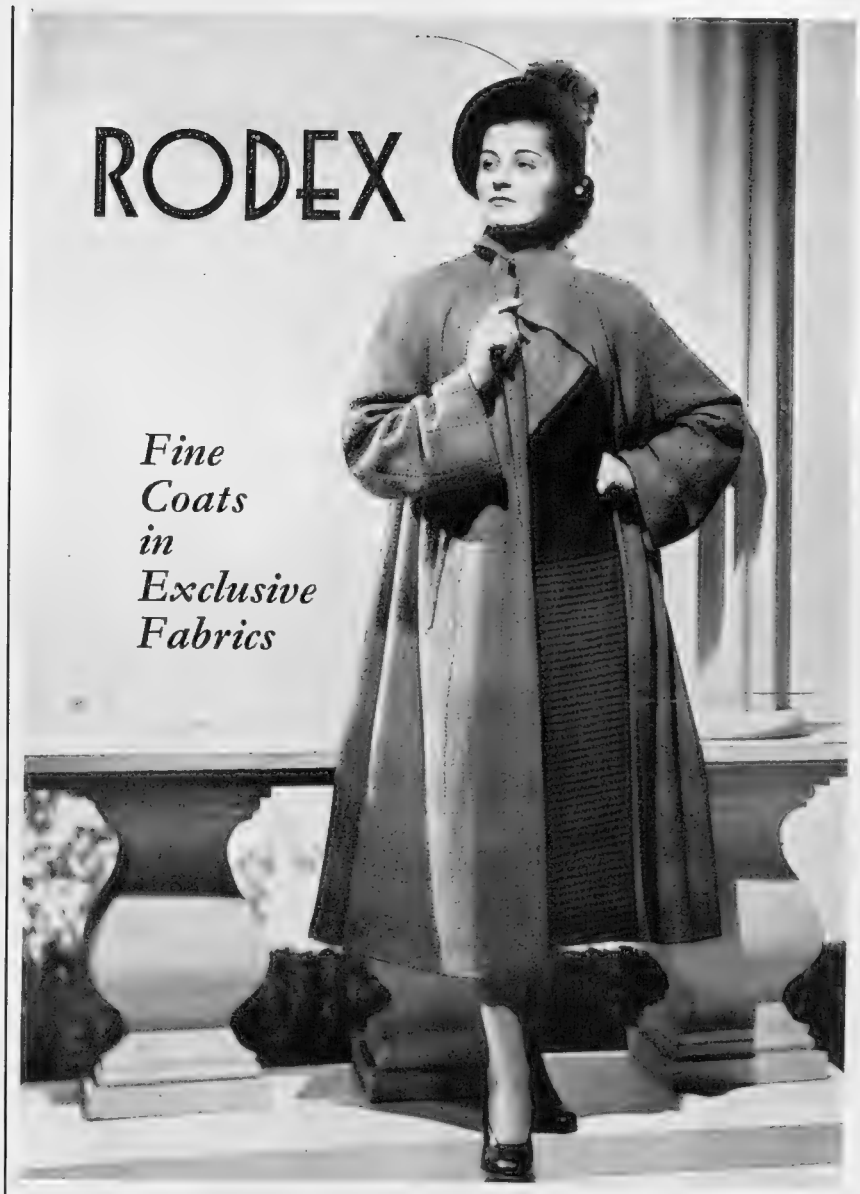
"HIS MASTER'S VOICE"

The Hallmark of Quality

H·M·V THE GRAMOPHONE COMPANY LIMITED, HAYES, MIDDLESEX H·M·V

RODEX

Fine Coats in Exclusive Fabrics



Made by W. O. PEAKE LTD., *Wholesale and Export*

THE MOST TREASURED NAME IN PERFUME...

CHANEL

WHEN YOU ARE CONSCIOUS OF *Comfort*

Whether it's the seat in a car, bus or cinema, a bed in hotel, hospital or your host's guest room—if it's more than usually comfortable—in all probability it's

DUNLOPILLO

THE INSIDE SECRET OF MODERN COMFORT

Dunlop Rubber Co. Ltd., (Dunlopillo Division), Rice Lane, Walton, Liverpool, 9
LONDON: 19-20 New Bond Street, W.1

FOUNDERS OF THE LATEX FOAM INDUSTRY
SD C4C

"The Queen of Liqueurs"

No other liqueur can compare with Chartreuse. It is distilled from a secret recipe which has never been divulged and whose distillation has been carried on by the Carthusian Monks of Dauphiné since 1605.

La Grande
CHARTREUSE
GREEN OR YELLOW
try both

WARNES OF WORTHING

Hot and Cold running water in all rooms Luxuriously appointed Restaurant, Lounges, Bars and Bedrooms · G.P.O. Telephones in all Bedrooms · Private Bathrooms · Electric Lift

Fully Licenced

Ladies' and Gentlemen's Hairdressing Salons in the Hotel

Inclusive terms from **8** *gns. per week*
Special week-end terms

This Hotel is famous for its good and varied cuisine

Actually on the promenade overlooking the sea

Telephone : Worthing 2222

A Weather Coat of limited production—for the few and not for the masses. A Coat for men in high places.

WETHERDAIR

THE IMPECCABLE WEATHER COAT

WET WETHER ***WETHERDAIR***

Wetherdair Ltd. Bradford & London & Northern Ireland.

WARMTH WITHOUT WORRY!

***That's* COURTIER COMFORT**

Heat throughout the whole room.
Day and night burning with no morning fire-lighting.
Slow burning for real fuel economy.

The **Courtier** **STOVE**

DAY AND NIGHT

Write for free illustrated Catalogue No. 42/8 or see your Ironmonger or Builders' Merchant

MITCHELL RUSSELL & CO., LTD.
BONNYBRIDGE · STIRLINGSHIRE

CIGARS

Finest Jamaican			
Double Corona	...	per 25 box	140/-
Corona Golofina	...	,, 25 ,,	93/-
Royal Corona ...	...	,, 25 ,,	84/-
Indian			
Panatelas 6"	...	,, 50 ,,	75/-
Trichinopoly 4½"	...	,, 50 ,,	66/6
,, ,, 4¼"	...	,, 50 ,,	70/-
Other Brands			
H. & S. Coronas 5½"		,, 50 ,,	114/-
Wardroom Whiffs ...		,, 25 ,,	17/6
Sarum Virginia Cigarettes ...	...	,, 50 ,,	12/6
Wardroom No. 1	...	,, 50 ,,	9/10
Latakia Pipe Mixture		,, oz.	4/2½

Capt. Yorke, Cigar Merchant,
Dept. S, Farnham, Surrey.

Cash with order, postage free.

OVER 100 YEARS REPUTATION FOR QUALITY

MADEIRA

The Ideal Place for a Holiday

Sea and sun bathing all the year round. **Good Hotels.** Terms from 15/- daily.

MAGNIFICENT NEW YEAR'S EVE FESTIVALS THAT ARE FAMOUS.

Weekly Service by Flying Boats of the Aquila Airways Ltd., and by luxurious liners of 25,000 tons.

Further details from all Travel Agents and Delegação de Turismo da Madeira Funchal.

When you replace with North British Tyres and Tubes, you can be sure of trouble-free tyre mileage.

NORTH BRITISH

TYRES & TUBES

THE NORTH BRITISH RUBBER COMPANY LIMITED, EDINBURGH, LONDON AND BRANCHES

Also Manufacturers of Golf Balls and Golfing Accessories, Rubber Footwear, Sports Shoes, Flooring, Hose, etc.

WINE WISDOM

Good Wine is *not* expensive

Do you know that you can enjoy a glass of soundly matured sherry in your own home for little more than you pay for coffee and biscuits? That a flagon of fine Imperial Australian Burgundy—plenty for a dinner party of six—costs as little as 11/6? So, you see, good wine is not exactly an extravagance. Emu Australian Wines are well within the reach of the average family budget. And yet these are all fine wines, grown and matured in ideal climatic conditions, blended by age-old methods. Ask your wine merchant about them.

FREE

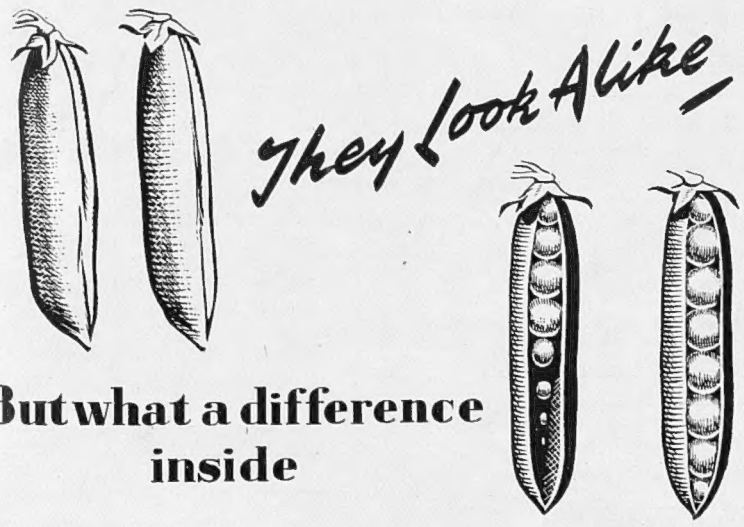
Have you had your copy of the newly printed and enlarged Emu booklet — a beautifully illustrated guide to the "know-how" of wine serving? Send a postcard today: Dept. D.11, The Emu Wine Company Ltd., London, E.3.

By Appointment Australian Wine Merchants to His Majesty The King

EMU AUSTRALIAN WINES

333 RICH RUBY · 444 RICH WHITE · 999 RICH TAWNY · EMU VINTAGE TAWNY
EMU BURGUNDY · SIR JOHN'S SHERRY SACK · CELLARER'S SPECIAL BROWN SHERRY
DRYAD SHERRY (VERY DRY) · ST. GEORGE VERMOUTH (SWEET OR DRY) · EMU SAUTERNES
EMU ★★★ BRANDY · WINSLOE LIQUEUR WINE

Hidden Value



They Look Alike—

But what a difference inside

Toilet Rolls are rather like that. In a shop they may *appear* alike, but actually BRONCO contains approximately 700 sheets . . . which is between 200 and 250 more sheets than are found in the average roll.

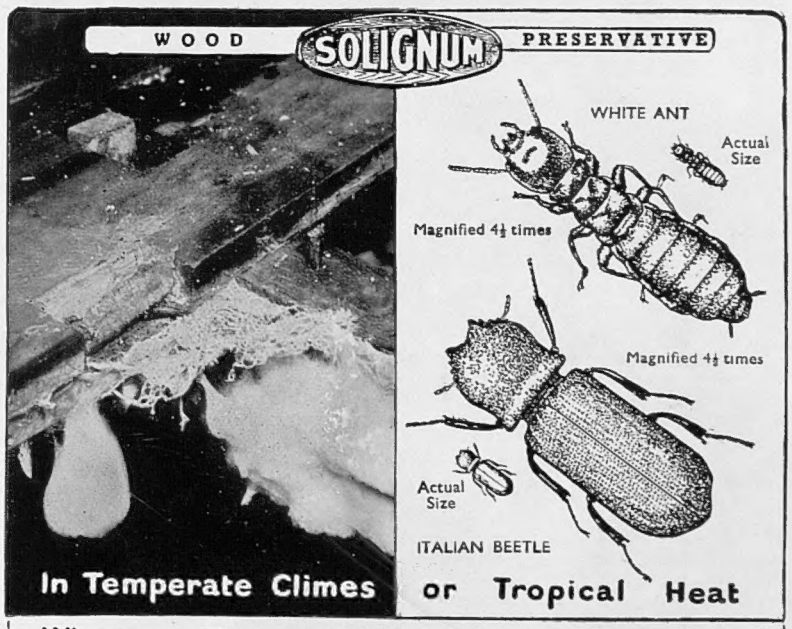
That explains why you save money by buying BRONCO.

Bronco

The De Luxe Toilet Paper

A 1P PRODUCT

Rolls 1/5½. Interleaved packets 11d.



Wherever Timber is Used Solignum Protects it!

The preservation of timber has been always important, but its present shortage renders the need for Solignum even more imperative. For over 40 years Solignum has been used for the protection of woodwork against dry-rot and decay. It destroys the dry-rot fungus wherever brought into contact with it and gives complete immunity against attack.

Solignum is also used all over the world for the protection of timber against attack by white ant, wood borers and other destructive insects. But it must be Solignum—applied by brush coating, spray-guns or by dipping.

SOLIGNUM LTD., Donington House, Norfolk Street, Strand, W.C.2

THE BEST CIGARETTES IN THE WORLD

STATE EXPRESS 555

For over half a century

STATE EXPRESS 555

have maintained their reputation as the best cigarettes in the world

Export Packing

BY APPOINTMENT
ARDATH TOBACCO CO. LTD
STATE EXPRESS
CIGARETTE MANUFACTURERS
TO H.M. KING GEORGE VI

GLORY OF THE GARDEN

"What's that sinister-looking load, Hawkins — a torso?"

"*On the contrary, Sir, it is vegetable — Falstaff the giant marrow — a certainty for the open championship at tomorrow's County Show.*"

"Are we fully prepared for the wild celebrations which will greet this remarkable victory?"

"*Apart from lettuce sandwiches in lieu of roasted ox, preparations are on a baronial scale. Plenty of gin and rum and unlimited Rose's Lime Juice for the best of short drinks and nightcaps for the more informed revellers.*"

"Then when you've put Falstaff in a cool dry place, Hawkins, let's have a couple of large gins and Rose's. We must drink to the future heavyweight champion of Hertfordshire."

ROSE'S—*for Gin and Lime*

the best shops now have limited supplies of

Valstar

RAINCOATS

VALSTAR LTD · SALFORD 6 · LANCS
also at 314 Regent Street · London · W.1
MANUFACTURERS OF HIGH GRADE WEATHERWEAR

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1.*

BOURNE HALL HOTEL, BOURNEMOUTH IN THE "KEY" POSITION

Buses pass the grounds for Shops and Cinemas. Nearest hotel to Meyrick Golf Course. Hard Tennis Court. 1 min. walk of Bournemouth West Station. Reduced terms for residents. Resident Director, Mrs. R. J. Bray. Tel.: Westbourne 63333.

CREST HOTEL, CROWBOROUGH. SUSSEX

Near Tunbridge Wells

"A Scottish welcome in Sussex." Under the personal direction of Mrs. Eglinton Adams. A fully-equipped first-class Hotel with nearby Golf and Riding, Cocktail Lounge. Central Heating. Lift. Winter terms from 6½ gns. inclusive. Tel.: 394.

THE ROYAL CLARENCE HOTEL, Exeter

"The Gateway to the West." A beautiful old eighteenth-century coaching house in the quiet of the Cathedral Close packed with the relics of a more leisured age, yet with every modern amenity. Well-appointed bedrooms. Restaurant, Cocktail Lounge, Lift. P.O. phones all rooms. R.A.C., A.A. Tel.: 4071/2.

BURLINGTON, FOLKESTONE

On the Leas facing the sea. Ideal for a restful holiday. Good food, well cooked. Courteous service. Fully Licensed; Cocktail Bar. Lift and all modern comforts. Near to shops and amusements. Moderate terms. A.A.**** Telephone: 4663-4.

BRAMLEY GRANGE HOTEL, Near GUILDFORD SURREY

(On the Guildford-Horsham-Brighton road.) 45 mins. Waterloo Station. So why stay in London? 18-hole Golf Course. Beautiful Gardens. Cocktail Lounge. Bar Billiards. Enjoy good food at this lovely Country House. Tel.: Bramley 2295-6.

THE GEORGIAN HOTEL

HASLEMERE, SURREY

Spend a Restful Holiday at this Charming Country Hotel. Good Cooking. Fully licensed. Two acres of "old-world" gardens. Tel. Management—268 for Tariff.

THE COUNTY HOTEL, ROTHBURY NORTHUMBERLAND

This modern, well-appointed hotel provides for your complete enjoyment . . . first-class service, well-cooked food, cocktail lounge, own gardens. Phone & Grams: Rothbury 235 & 6. A.A.*** R.A.C. and Veteran Motorists.

TORQUAY—THE GRAND HOTEL

where the season never flags. Dancing, Squash, Tennis, Golf, Cocktail Lounge. The GRANDEST position in Torquay, on the level and near the water's edge; most rooms and suites face the sea.

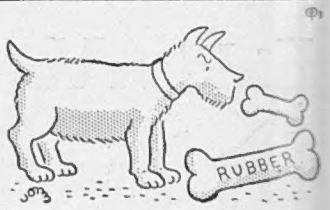
Write O. R. Paul, Manager. Tel.: 2234.

THE SPA HOTEL, ROYAL TUNBRIDGE WELLS

Faces the south and the sun, 400 ft. up in 65 acres of park land. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel.: 20331 (3 lines).

OATLANDS PARK HOTEL, WEYBRIDGE, SURREY

Only 30 minutes from London. Golf, Tennis, Squash, Bowls, Swimming Pool and Dancing—all free to Residents. 150 Rooms (many with private bath) and self-contained suites. Moderate inclusive terms. Weybridge 1190



There are many imitations

The continued popularity of Aertex cellular fabric over sixty years has led to many inferior imitations, often loosely described as "Aertex." But the *real* Aertex is unique. It has never been successfully copied. You can tell it by this label.

Genuine Aertex garments bear this label

THE CELLULAR CLOTHING CO. LTD. AERTEX LONDON —and utility Aertex

but only one AERTEX

"Imperium"

EMPIRE QUALITY WINES

Six Gold Medal Awards, London. 1936, 1937, 1938, 1947

Proprietors:

SOUTHARD'S of LONDON

Established 1814

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, SEPTEMBER 10, 1949. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

Enjoy

winter sports in

FRANCE

Clean, crisp snow in invigorating air—sport made enjoyable by every technical facility—hotels catering for the healthiest appetites.

Full details from Travel Agencies or from

French National Tourist Office, 179, Piccadilly, London, W.1

Steeped in the shoemakers' craft

by

Crockett & Jones

Northampton

For Ladies' Shoes by CROCKETT & JONES LTD., *Northampton, ask for* **Swan** *brand*

CVS24

By appointment
Biscuit Manufacturers
to H.M. the King
Macfarlane, Lang & Co. Ltd.

British Biscuits at their Best

Macfarlane Lang

Established 1817

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

This is the Gin

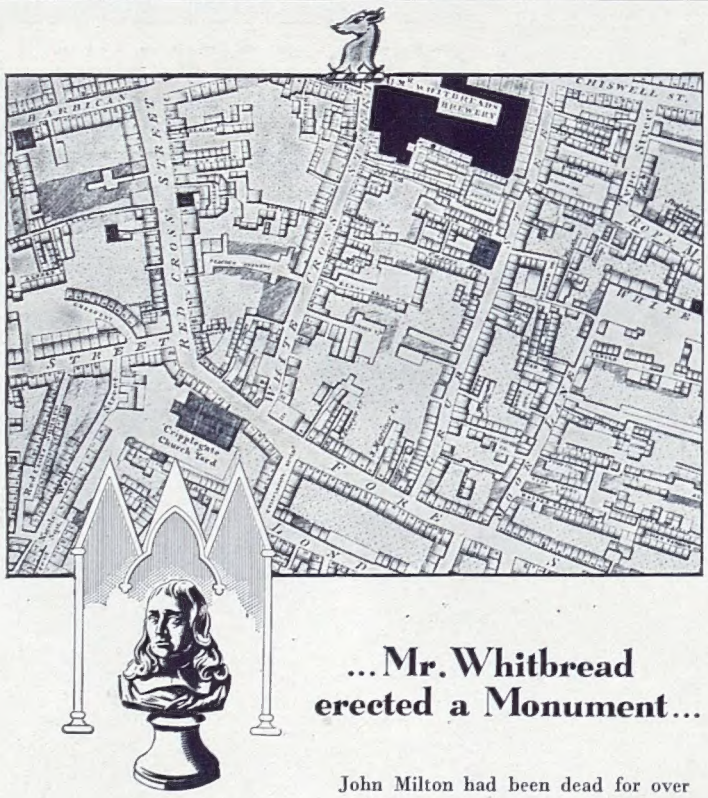
Quality Incomparable

Gordon's

Stands Supreme

By Appointment
Gin Distillers
to H.M. King George VI

Maximum Prices: Per bottle 32/4; Half-bottle 16/11. U.K. only.



...Mr. Whitbread erected a Monument...

John Milton had been dead for over a century when Samuel Whitbread, proud of his city and its illustrious citizens, caused a memorial to be raised to the poet, in St. Giles Church, Cripplegate. Adjacent to this church was the London they both knew so well; ALDERSGATE STREET, RED CROSS STREET, even GRUB STREET, haunt of hack writers and lampoonists, later to be called MILTON STREET. Posterity might well say that he erected another monument in the great Brewery in Chiswell Street, which flourishes after two centuries upon the self-same site.

Estd. 1742

WHITBREAD

Brewers of Ale and Stout

JAMAVANA

Jamaica's Finest Cigar

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, SEPTEMBER 10, 1949. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.